

TWO BELL

**“Thoughts
of
Spring”**

April 1944



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

Vol. 25

No. 3

EDITORIAL STAFF SUPERVISION

L. A. Reeves Director, Bureau of Public Service

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Guy Gifford

WOMEN'S EDITOR

Helen Fraser

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- Janet Preston Bookworm's Eyeview
- D. B. Kohl Once Overs From One
- L. B. Meeks The Hillbilly Boys
- J. A. Madigan Streamliners
- F. Mason "V" Notes
- Mrs. Emogene Rippert 16th Street Exhaust
- R. S. Wallace Shavings from the Shops
- W. C. Ulrich Virgil Venom
- A. L. Davis Loose Screws
- R. O. Bennett Fluid Drive
- L. F. Sparks Yardbirds
- Walter Whiteside Short Circuits
- C. P. Hunt Sour Grapes from Vineyard
- Jennie Bevis Building Blues

PHOTOGRAPHY AND ART EFFECTS

- Howard Jones Guy Gifford Arthur Pedersen
- Roy Finley C. V. Coleman A. L. Davis
- Bill Littlefield



SPRING GIFTS TO UNCLE SAM

- Miller, Charles R. Con., Div. 1
- Adolph, Frank E. Mot., Div. 5
- Vestal, Milton R. Traffic Checker
Schedule Dept.
- Ogden, John N. Upholsterer, So. Park
- Burrows, Virgil M. Mot., Div. 5
- Walker, Ohmann W. Opr., 16th St.
- Francis, Oscar R. Con., Div. 1
- Van Buskirk, Gerald J. Mot., Div. 1
- Page, Mervin F. Elec. Repr., Dept. 6
- Gagnon, Emile J. Mot., Div. 4
- Finch, John B. Opr., L.A.M.C.
- Coffman, Forrest G. Mech. Hlpr., L.A.M.C.
- Grant, Elbert P. Opr., L.A.M.C.

RETURNED FROM MILITARY SERVICE

- Timmons, Douglas S Con., Div. 3
- Bill, Harold L. Opr., 16th St.
- Douglas, John D. Mech., 16th St.
- Park, Samuel E. Mot., Div. 3
- Wickeren, Orville Mot., Div. 1



- Stars in L. A. Railway Service Flag 506
- Stars in L.A.M.C. Lines Service Flag 121

★ ★ ★ ★ ★ ★ ★
SEVEN GOLD STARS

- 1. H. F. Osborne
- 2. J. H. Baldrige
- 3. L. M. Kelsey
- 4. L. G. Hume
- 5. Z. A. Barrows
- 6. W. P. Cody
- 7. Antonio Hernandez

Let us not forget for a moment these seven who made the supreme sacrifice that the whole world might again live in freedom and peace.

THE EDITORS OBSERVE

Well—spring is here—the season when the iron in our blood turns to lead, the only time when man has something to blame for his inherent laziness. "Spring fever" they call it. That lazy feeling is only natural in April. We have it, too. The other day we were awakened from a desk siesta by a fellow asking that we advertise in "Two Bells" his wake-up service. Seems that since alarm clocks have become priceless, concerns are springing up with offers to call the workers day or night for so much per month. We told the "waker upper" that we couldn't advertise one service without publicizing all of them, to which the "waker upper" replied that his was the only service which woke up the other "waker uppers."

What we'd like to see is a "wake up" service to wake up the dreamy pedestrians who wander across streets against signals.

And while we are on the subject of lead, you'd be surprised to know how many male characters at Seventh and Broadway have to be helped onto the streetcars since Laryettes became Loaderettes. Which proves the old adage that men can get a lift from a lady.

Speaking of the ladies, which conductorette would you like to see chosen as "Trolley Pilot Pin Up Girl" for 1944?

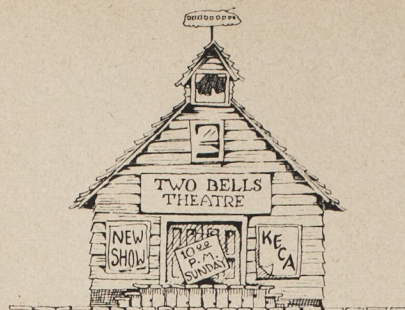
The Railway Boosters Club is talking about "Trolley Pilot Pin Ups." Maybe we could start a contest.

This issue we feature a tale about a token tycoon who has collected over three thousand varied tokens. Having always associated collectors with finance companies, it was quite a shock to discover that we have hobbyists on the job who collect everything from bottles to stamps. What's your hobby? Let's hear about it.

We nominate as trolley pilot for the month the fellow who advises us that he works two lines at the same time. No, he is not a magician. He works the "P" line and a side line. The side line is sending job applicants to our personnel offices for which he gets \$5.00 per head. He called up to suggest that we print a sign to hang on the front of the cars reading, "Do Not Talk To Operator Unless You Want A Job." Good idea. What this company needs is more men working side lines.

The laugh of the month is the yarn about a fellow who said his wife was spoiled, but he wasn't troubled inasmuch as he got her in a black market.

So enough ruminating for the month, and like the operator said to the streetcar when he put up both trolleys, "More power to you."



TWO BELLS THEATRE RINGS THE BELL

● So much acclaim was given to the Los Angeles Railway's dramatic show, "Great Short Stories," featuring screen and radio personalities and dedicated to our loyal men and women, that a new one-half hour show has been produced, to be offered at a more convenient time.

● For your listening pleasure we give you "Two Bells Theatre". Plays both old and new will be presented by well known feature actors. This is your program. We hope you enjoy it. Any ideas or suggestions are solicited. Remember—new time, new station.

KECA

TUNE IN

EVERY
SUNDAY
EVENING

10 PM

SPRING BRINGS

Western & Fashion



The Apple Blouse—

Bright red apples on a white rayon crepe. Worn with Lynn Lester's Trotter Slacks.

The Gabardine Jacket—

With pastel plaid wool sleeves and back, can be worn with either skirt or slacks in gabardine.

● And "Dear Ladies" brings you the latest creations in casual clothes for coming vacations.

● On these pages are reproduced clothes by WESTERN FASHIONS and worn by Louise La Planche of Paramount Pictures, and Vivian Austin of Universal. The styles are typical of the sportswear being created today in California. California fashions have won acclaim for their lively colors, clever design and fine tailoring.

● In many cases jackets, skirts and slacks may be used in different combinations to make more than one ensemble. These clothes are not only comfortable and attractive, but always have that fresh look because they are easy to care for.

● For clothes that are practical, economical, as well as smart, women the country over can well be grateful to California manufacturers.

Helen





The Gaystripe Shirt—
A classic shirt
in multi-color
striped rayon.



California Inspired—
Colorful flower print blouse, below,
in a Celanese fabric.
Shorts are of gabardine.

The Pinto Jacket—
Of simulated ponyskin with
gabardine sleeves and back.
Slacks are of matching gabardine.

Loafer Jacket Slack Suit—
Of white Celanese Aeronese.





Above, Conductorettes in their new uniforms line up at Division Three. From left to right they are: Maida Van Gelder, Genevieve Miller, Ruth De Lorto, Margaret Skrmetta, Virgie Wooden, Marie Hale, Marie Fisher, Geraldine Booker, Beth Karnes, and Betty Morgan.

Center, Dorothy Chapman, the first girl on the property to wear a new uniform, gets a check over from Mrs. Ben Fulton, Matron of Division Five. Mrs. Fulton's expression would indicate that the uniform is o.k. by her.

Below, the Loaderettes get their first instructions on how to manipulate the chest register from Floyd Hawley. From left to right the girls are Virginia Borders, Jackie Warner, Mary Lou Ray, and Helen Blevins.



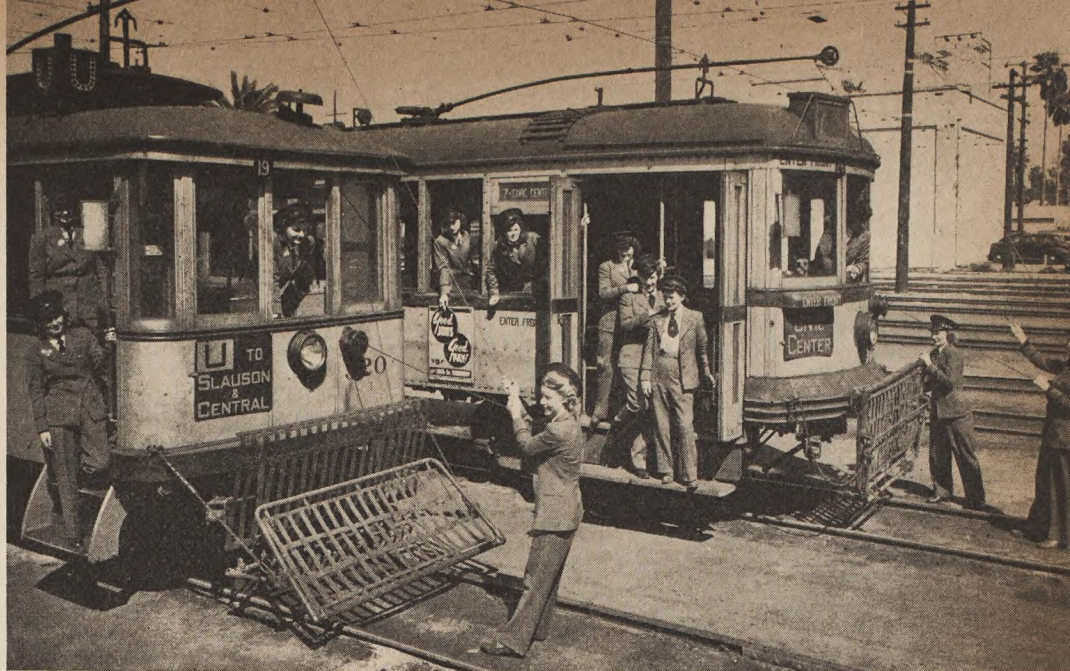
THIS month the Laryettes blossomed out in new uniforms which added much to their attractiveness and brightened up the streetcar system as a whole. The suits are of blue cravenetted gabardine, and are cut to measurement. New hats are also on the way. They are the same shade as the new uniform and somewhat on the order of those worn by the lady Marines. The cap is definitely feminine and with the proper hair-do, will look very attractive.

Daily patrons who board and leave the cars at Seventh and Broadway each day will get a lift from the Laryettes who have become Loaderettes. Bedecked in new uniforms and new caps, these girls handle traffic on all four safety islands. They are the first to wear the new registers just purchased for the use of the loaders. Their job is not only to assist passengers onto the cars but to build good will for the company, to offer information to patrons, and to try and recruit new

SPRING TIME IS DRESS UP TIME

trolley pilots to deliver the people who deliver the goods.

Not only are the conductorettes dressed up but an Opportunity Coach has been painted in bright hues for the purpose of procuring help. It has proved to be a successful addition to the Employment Office inasmuch as applying for work in such a novel manner is both thrilling and convenient. Much credit must be given to the men who made this traveling office so colorful. A miniature drawing was made by D. E. Dent, and under the direction of Paint Shop Foreman E. A. Oglesby, the talented spray gun operator, H. F. Cass, applied the colors. The lettering and striping were done by W. D. Taylor and R. E. Sanchez.



So pleased were the conductorettes at Division Five with their uniforms that they went into action immediately. They could hardly wait to get out on the line. The personalities on the "U" car are Isabel Lawson, Dorothy Chapman, Marie Droppers, and Ora Ezell. On the "7" car we have Edna Werling, Flonnie Dobbs, Marie Falck, G. Betty Tiewater, Renee Theriault, Susie McNally, Laura Fay Hood, and Leslie Wright.

Below: Opportunity in the making, with skilled artisans plying paint brush and spray gun. From left to right outside we have Edward A. Oglesby, Camillo Caringella, and Harold Cass. Peering from the inside are Bill Skinner and A. V. Smith.

The two inserts show Lorena Weaver talking to Margie H. Pope, who was the first person hired by the Opportunity Coach. Margie is now working for the Los Angeles Motor Coach. The inside view shows the three interviewers, Lorena Weaver, Joe Miller, and Charlie Lewis. Not shown in the picture are Frankie Masterson and Sid Dupree, who help make up the crew for the help wanted bus.

Right: D. E. Dent, who made miniature drawing of the Opportunity Coach.



OPPORTUNITY COACH

HE SAYS IT WITH TOKENS



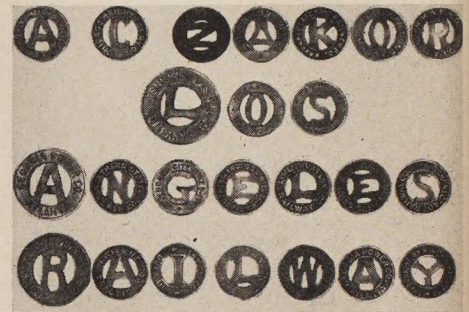
A. C. Zakor of Division Four, the third largest token collector in the United States, spins some token tales.

—And so the Editor says to me, "They don't care if you have nearly 3,000 different fare tokens or that you may be the third largest collector in the U. S. Just pick out two or three and tell the story behind the token." So that's the story and I'll try to stick to it.

As usual in most collecting hobbies, there are a few "pets" that are prized more highly than any of the others, so I will pick out one or two pets and try to tell what I know about them.

One token which I value highly has the distinction of being used on the first street railway (horse-car) in Los Angeles. The first street railway was built by Judge Robert M. Widney, starting operation July 1, 1874, and was known as the "Spring and West Sixth Street Railroad." Consisting of one horse-car and two horses, this railway ran from Temple and Spring streets, over Spring, First, Fort (Broadway), Fourth, Hill, Sixth, to Pearl (Figueroa) street. Los Angeles had not as yet thrown off its pueblo habits, so streetcar service was stopped at seven o'clock in the evening. The community was highly elated at the building of the road and patronized it to such an extent that another car had to be ordered and it was put into service December 1st.

The reason for this railway taking such a zigzag route was explained by Judge Widney when asked what his source of inspiration was which prompted the building of the road. He said it came from his wife when they lived on Spring near First street. The Judge had purchased nearly



the entire block on the west side of Hill street between Fourth and Fifth streets, (paying about \$10.00 a front foot) and had selected two sixty foot lots for their new home. In doing this he had not consulted his wife and when he did tell her about it she objected to moving on account of it's being so far out of town. He then promised her if she would consent to the building of a home there, he would construct a streetcar line past the house. In order to do this, it was necessary to turn off Broadway at Fourth street and south on Hill to Sixth street, instead of going down Broadway to Sixth and then on Sixth to Figueroa street.

The fare was ten cents straight or four tokens for twenty-five cents. In those days small change was very scarce and the street

Upper left picture shows the "New York and Harlem" and "Spring and 6th Street" tokens greatly enlarged. The one with the Omnibus is about the size of a dime, while the Los Angeles sample is larger than a nickel. The caricature of the collector is in the center with his name spelled in tokens. Mr. Zakor has every letter of the alphabet except "Q". He is hoping that Quincy, Illinois, who now uses a cross, will someday add a "Q" to their fare token.

car tokens soon dropped into general circulation, and were received at their face value over any business counter in the city.

Another one of my favorite tokens came from New York City and it possibly may not hold as much interest for Angelenos as the local token, but it is of immense historical interest, nonetheless. This token is unique, in that it was the first one ever to be issued for fare on a streetcar (horse-car). This token gave its possessor one ride on the first city street railway in the world, the "New York & Harlem Railroad"! It is therefore quite symbolic of the horsecar era, 1832 to 1890, the most colorful period in our history when "men were men". Perhaps I should clarify the above statement by pointing out that the first passenger railway coach to travel on rails was in England in 1825, but this was not a city street railway. It was used for intercity travel only and was drawn by horses until 1830, when the locomotive was used as the motive power.

In 1831 omnibuses were introduced.
(Continued on Page 20)

LINES FROM THE FRONT LINES

Notes from our boys who are busy at the front make sweet music to us stay-at-homes, whether or not we were personally acquainted with the men. If their letters are interesting to us, imagine how much more interesting news of things that happen on the "S" line, the "R" line, or at any of the Divisions would be to the boys out there. **Two Bells** has addresses of all the men who have left this Company. You are at liberty to use our files when you feel the urge to drop a letter to a soldier. We believe they would like very much to hear from the conductorettes. How about it, girls? Why not write to the man that you replaced?

So much for that . . . Let's read the mail.

Wilbur Bestwick writes to **Jim Bodley** the following . . . "For some reason something always came up to interfere with my writing plans (that is a poor excuse Mr. Bodley, but please let me off with a warning this time and thanks for tearing up my blue slip). A few weeks ago it was my privilege to meet up with Griffin, another of your wayward boys, so a very nice visit we had. You can imagine what the talk centered around. Yep, the boys at Division 3. I am not squealing on Griffin, mind you, but in the course of our conversation he mentioned that he had taken a few crossovers on 9 points, and once he didn't make a boulevard stop at Washington and Normandie (he said he was late) and only a few other minor breaks in the rules. I hear the boys of his outfit have written a poem in regard to our conversation. If I can get one I will send it along later. Sure would appreciate having a little data on doings around Division 3 and would greatly value a few words from my buddies and shipmates. Also,

THE PURPLE HEART

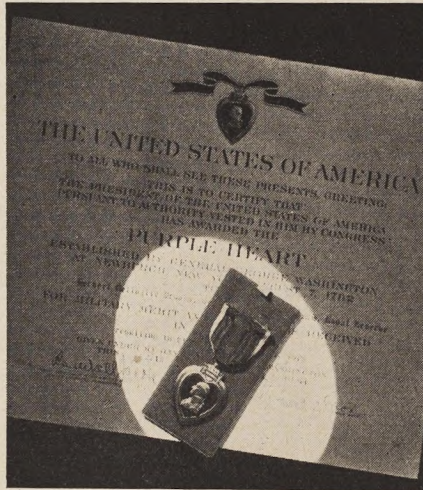
Herbert M. Brooks, seaman second class, son of E. P. Brooks, Auditing Department, has been awarded the "Purple Heart" posthumously, by the Secretary of the Navy. His parents received the medal during the month just passed.

Herbert enlisted in the U. S. Naval service, December 17, 1941, at the age of 23 years. Following the usual training in boot camp at San Diego, he was transferred to the heavy cruiser U.S.S. New Orleans, performing convoy duty in the South Pacific. His ship also participated in the Coral Sea and Midway battles of May and June, 1942, respectively.

After more than eleven months active service he made the supreme sacrifice in the performance of his duty and in the service of his country in a naval engagement off Savo Island in the Solomons the night of November 30, 1942.



HERBERT M. BROOKS



it would be nice if you would send me **Two Bells**. I would very much enjoy seeing what the scuttle butt is around and about . . . Oh, yes, by the way, our sisters in arms I hear are doing a grand job in the vacancies we created. I would like to hear from them also." . . . Wilbur Bestwick's address may be obtained from Mr. Bodley or the **Two Bells** office.

Over **Fred Mason's** shoulder at Division 5, we read the following note from **R. C. Gridley** . . . "How would you like to be working on a tram over here in New Zealand? A tram even beats the streetcar of hilly Frisco for getting up the grade, and at such a fast speed. They stop right on

steep grade and start right out, picking up speed while they are going up. . . . Trams' fares are figured according to how far you are going. The fare starts out at 2 penny and most fares are 3 pence for three zones and a pence for every other zone . . . Passengers get on front and back. The motormen load and unload. The conductor or conductoress is all over the tram collecting fares. You never get a transfer over here. All the controllers are the first circuit point breaker where you hesitate a second before you turn on the juice for speed. They are General Electric made . . . Electricity is so cheap here that it only cost 7 shillings, 8 pence, or \$1.25 a day to run the tram all day. After the war they will have electric buses because it will be cheaper than Diesel fuel. Another thing is that the government owns the trams and electricity, water, and gas plants . . . Government homes rent for 1 shilling, 8 pence a week furnished with gas, light and water. No lawn can be watered. . . . Food is very reasonable and they are

(Continued on Page 17)

... Springtime With The Clubs ...



MEET THE NEW LEGION OFFICERS . . . Front row, left to right: Hugh E. Williams, 17th District Historian; Chas. A. Keskey, 17th District Commander; Jerry O'Brien, 17th District Assistant Sergeant-At-Arms; Chuck Hippey Yohn, 17th District 1st Vice Commander; Harry J. LaBarre, Commander L. A. Railway Post 541; Van D. Hogan, Past Commander, Department California. Second row, left to right: Frank J. Ryan, 17th District Adjutant; L. F. "Ole" Olson, Commander Los Angeles County Council; William P. Haughton, Commander Department California; George Ferrell, Department Sgt.-At-Arms; J. J. MacGillivray, 4th Area Commander, Department California.

Going Places With The Legion . . .

R. H. Manning says the American Legion's big meeting on March 7th caused the initiation of 41 World War 2 comrades. The work was put on by the Ritual Team of the 17th District and the Oath was given by the Fourth Area Commander, **J. J. MacGillivray**. Department Commander **William P. Haughton** gave a fine talk and **Van D. Hogan** orated on the American Legion rehab work, what is being done now and what has to be done.

Membership Chairman **Leasman** reports 100 members, the newest one being **Comrade John M. Ferris**, Dispatcher at 16th Street Garage. Comrades **Ferris** and **Eiserman** have their 1945 dues paid. Enuf said.

You boys from World War 1 and 2 who have not joined the Post, why not fill out an application and do your bit? Ask any of the boys you see wearing the button and they will sign you up.

Thanks to Comrade **Ed Roche** for the remarkable job he did in handling the Sons of the American Legion program.

Any Comrade who has a C.D.D. Discharge and has not filed a claim is requested to contact the Post Service Officer and he will give you any help needed.

Commander **LaBarre** invites you to the May 2nd meeting to see the picture, "Tarawa", a real picture, which was booked by Entertainment Chairman **Loff**. It starts at 8:30 p.m., Patriotic Hall. A short meeting will follow. Bring the wife along with you.

There are 26 members of the Post who have not joined the Squadron yet, so let's have them Comrades and make 70 for the Squadron.

See you May 2nd.

Retired Men . . .

P. C. McNaughton of the Retired Men's Association reports a fine entertainment at their March 9 meeting. Vocal numbers were offered by **Carmen B. Cross** and **Mrs. Hazel Donald**, while readings of both a comic and sentimental nature were given by **Mrs. Putney**, which were her own compositions. **Gloria Brumby** gave us a novel art exhibit and readings, accompanied by **Stephanie Jacobs** at the piano, who also sang. We would like to see more of you retired men at the meetings the second Thursday of each month at 2 o'clock.

Note: Two Bells begs pardon to readers of last month's column as the meetings were published for the second Tuesday instead of the second Thursday.

Women's Club . . .

Mrs. J. T. Watts urges the ladies to attend the April 20th meeting. After the Dime Luncheon at 12 with **Mrs. W. P. Trabue** as hostess, the Nominating Committee will present its report at 2 p. m. Following, an operetta, "The Nifty Shoppe" will be presented by the Chorus of the Hollenbeck Ebell Club, with **Mrs. F. J. Austin**, Director, and **Mrs. T. A. Newton**, Pianist.

On May 4, "The Three Antiques" will act as hostesses at the Dime Luncheon. The election of officers will be at 2 p. m.

Another evening card party is slated for May 13 at 7:30. Auction Bridge, Five Hundred and Bunko with prizes and light refreshments—35c.

The Red Cross Auxiliary, which meets every Tuesday from 10 to 3 in the Club Rooms, is in need of cotton and wool pieces to be used for lap robes or quilts. Five or ten pound sugar sacks are needed immediately for Malaria handkerchiefs. If possible should appreciate having sacks hemmed, and send to the Club Rooms, 962 W. 12 Place, or send them as is.

We were happy to see **Mesdames Ballenger** and **Ulmer** at our meeting.

Any wife, dependent mother, sister or daughter, of any employe of the Los Angeles Railway, not under 18 years of age, may, upon application to the Club, become a member. No membership dues.

Vets' Club Auxiliary

Mrs. Ella Hoyle writes that as brevity is the keynote of this column, members will please note that there will be no meeting in April. The next regular meeting will be held on May 7 at 1:30 p. m. in the home of **Evelyn Staten**, 229 Avenue 25. A little early but sure is the notice of our meeting on June 13 at Patriotic Hall at 8:30 p.m., followed by refreshments.

Appreciation . . .

Acknowledgements expressing appreciation for the kindness and sympathy extended them during their recent bereavements have been received by the Company from **A. M. Smith** for **Margaret L. Smith**, Conductorette, and from **Doris Kiddoo Anderson**, daughter of the former **Mr. R. L. Kiddoo**.

LAZY DAYS AHEAD

Two motormen retired last month after long and faithful service to the Company.

Robert P. Frasier, Southern gentleman from Division 3, gave up his trolley pilot's duties on March 11. Bob was employed the latter part of 1905 and had been at Division 3 since it opened. He has a little granddaughter, Donna, of whom he is very fond, so we presume that Donna will see more of her granddaddy now. Perhaps Bob will come around to the switchman's shack to talk politics with Mr. Walker once in a while, too. He lives at 2822 West Avenue 34.

Charles Taylor of Division 1 retired on March 11. He came to Division 4 in 1920 as a Motorman and transferred to Division 1 in 1939. You will find him at 1019 West 11th Street, where he will be playing checkers and eating plenty of Mulligan stew.

NEW RATION BOOKS ISSUED

The stork seemed partial to little girls this last month. Maybe he knew the wishes of their parents?

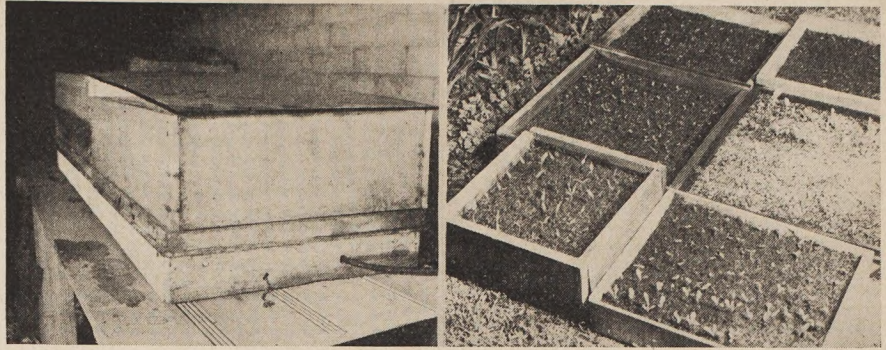
Sharon Lynn was delivered on March 4 to Mr. and Mrs. C. H. Sorkness of Sixteenth Street. C. H. is grinning from ear to ear these days.

Karen Reylene said "howdy" to Mr. and Mrs. G. R. Sharp of Division 5 on March 16. Another reason for Mr. Sharp working overtime.

Al Rae K. Johnson made known to the world her presence on March 28 and made happy the lives of A. K. and Mrs. Johnson of Division 1. Now they have two little girls.

Congratulations mothers and dads.

CARBARN BURBANK



Want to know something about hormones, root growth, plant development and what makes tomatoes tick? In fact, if you want to see a seed grow with your own eyes, contact C. R. Fulton, the "Burbank" of Division 5.

The above pictures show one employee's homemade nursery built under Fulton's sponsorship. To the left is the hot box. It is constructed of a glass top, a tin bottom and with lights beneath it to add warmth during the plant growth. To the right shows some flats of tomatoes which have been propagated in the hot box together with some plants which were grown in the ordinary way under simple glass covering. The plants in the two boxes in the foreground are three weeks younger than those in the background, yet they are four or five times more developed. Before planting over the electric bulbs, your seeds should be treated with Sesame (mercurial compound) to keep them from dampening off during the starting process. They should then have a treatment of B-1 to produce quick root growth. Then when they are transplanted "root tone" or more B-1 should be added to prevent any shock to the tiny root. The seeds should be planted in a specially prepared mixture of charcoal, washed sand and chemical fertilizers and the temperature should be controlled and made even. Mr. C. R. "Burbank" Fulton has promised us a more detailed story for the coming issue.

DOWN THE AISLE

Spring was in the air and Division 5 pilots took advantage of it.

Conductorette **Betty F. Williams** was married to A. P. Skinner of the U. S. Navy on March 4 in San Francisco.

Lloyd L. Gere, Conductor, chose St. Patrick's day for making the nuptial vows with Miss **Lorraine E. Powell**.

Best wishes to the brides and grooms.

SHE GAVE HER MOTORMAN THE BELLS



Conductorette **Virginia Borders** really played the role of Cupid, having quite a lot to do with the marriage of **Lloyd L. Gere** and **Miss Lorraine E. Powell** on March 17. Lloyd is Virginia's motorman and Miss Powell is Virginia's friend.

PASSES

As "Two Bells" goes to press the death was reported of **Arthur Bellingham**, former Flagman in the Transportation Department, who passed away on March 30.

Mr. Bellingham was born May 16, 1870, in Tunbridge Wells, England. He came to us in 1911 as a Car Repairer.

CAR HOUSE CLASSIFIED COLUMN



FOR SALE OR TRADE — 1942 Studebaker, five passenger club coupe. A. Miniaci, South Park Shops, or 2946 Dalton Ave. \$1200.

FOR SALE—Two-year-old house at 10116 Capistrano Ave., South Gate. Phone KImball 5858 after 5 p.m. \$4850.00.

FOR SALE—16 MM projector and 32" beaded screen and case. \$60 each. J. E. Alverson, Division 1.

FOR SALE — Knee length rubber boots, size 8. Only worn twice. \$5. Call Station 376.

SWEET NOTES OF SPRING



Minnie Brown

Like I Hope To Be . . .

"Today, I rode with the driver of coach run 5 on Alvarado about 3:30 P. M. He was helpful in special ways to several of the passengers, giving them hints and special bits of information, and he answered clearly and willingly all the questions I put to him regarding fares, transfers, and schedules. I felt all his passengers were comfortable and relaxed because he was so calm and genial. He is the kind of operator I hope to become."

Edmund Zane
L.A.M.C. 504

Tactful T. V.

"On the night of February 28th 1944, I was riding from Harvard and Pico to First and Broadway on car No. 3063. At Vermont Avenue a drunken man got on the car. One didn't notice his condition until he tried sitting beside two different women on the car. Each considered or seemed to consider him obnoxious. The Motorman #2023 (T. V. Cottingham, Div. 4) stopped the car when he knew what was happening and very politely but firmly told the drunk he would have to sit in the rear of the car—to smoke. It was a very tactful way to handle the drunk who appeared to be in a fighting mood."

Betsy Markson
4009 Eagle Rock Blvd.

Thanks For The Ladies . . .

"I want to thank you for the grand service the young women are giving us on the "W" line. I have noticed a young woman, Badge 3138 (Minnie Brown, Div. 3). In all my travels on Washington Boulevard, never have I seen such smoothness in the way she stops and starts the car. All business. A smile for the passengers as they get on. As a rule motormen on this line stop so quick they almost knock you down. I am sure you made a wise move when you took young ladies on the cars. At first I thought girls should not run cars, it was for men, but since going so many times per week on the "W" car I have changed my mind, and so 'Good luck and success to the L. A. Railway Co. and Badge No. 3138'".

Mrs. S. E. Burrell
1736 So. Magnolia Ave.

• • •

Orchids To Lula Gaskins

"The first time I met Conductorette No. 624, "F" line, I felt at home. She makes one feel that it is a privilege to ride LARY, and it is with her! She has a friendly, cheery voice and manner which makes a person feel immediately at ease. I have noticed she is equally courteous to old and young alike, and that she has a friendly, gracious smile toward everyone.

"One of the first things I noticed was that she does not act "tough" as I have seen some conductorettes do. This, to me, is an unnecessary evil. I realize they have a lot to go through, but they can be just as firm without using vile language, etc. and it is far more attractive for them to maintain their self respect and dignity through which they gain much more admiration.

"I have noticed that even when she has occasion to come up against drunks, she still maintains her graciousness and dignity, which is so becoming to her.

"She is very efficient too in handling the fares and giving out transfers—I know because I have watched her for about two or three months. So—'Orchids to 624' and congrats to LARY for hiring her!"

Flora Viezzoli
1125 W. 65 Place

Winners . . .

Division One

J. B. Buckley—paid passengers' fare.
G. W. Duncan—calls streets; efficient.
William Jones (2)—gracious.
G. G. MacDonald—polite and kind.
A. H. Middleton—kind to elderly.
A. T. Nunn—okay.
C. E. Striffler—good service.

Division Three

N. J. DeCarlo—kind.

Division Four

I. Carmody—kind manner.
E. G. Humburger—calls streets.
J. T. Schmedeman—polite and friendly.
J. B. Wilde—has a heart.

Division Five

F. J. Donnelly—courteous.
W. C. Skinnell—accommodating.
J. A. Wear (2)—pleasant to everyone.

Diesel Pilots

R. L. King—friendly.
C. D. Kuhlman—patient.
E. F. Morgan—always courteous.
A. M. Roberts—real gentleman.
M. B. Schwartzman (3)—jolly and pleasant.
Beverly operators—nice and efficient.



Lula Gaskins

SPRING BARBS

An Itemized Claim . . .

"Enclosed please find two transfers which are now worthless, and from my personal experience, always have been.

"For years I have been periodically receiving transfers which were of no value, but being of a retiring nature, have never said anything about it, just throwing in the extra 7c or 10c and muttering to myself.

"Well, on February 25, at 11 o'clock, you piled the last straw on! My wife and I boarded the car in downtown Los Angeles, deposited our 20c, and asked for two transfers to the Manchester bus. When we arrived at the end of the line, we immediately boarded the bus and waited for the driver. Being thoroughly exhausted and having a terrific headache, was very thankful for the anticipated transportation. Well, the driver finally arrived and started to collect from the rear of the bus. When we handed him the worthless transfers, there was that strange gleam of delight that comes to all Railway employes at catching an embezzler. We were informed that they were no good, and that we would have to kick in again! Lo and behold—between my wife and I we didn't have the necessary coin of the realm; so much to our embarrassment, off we got and had a most unpleasant walk home!

"My one purpose in writing this epistle is to render a claim for damages, which I shall itemize below:

Unused portion of transfer..	.06
Embarrassment of being thrown off bus	1.00
Shoe leather50
Inconvenience50
	<hr/>
	2.06

Girl Crazy . . .

"Last night I boarded an 'O' car at Second and Main Street on my way to work about 9:35 p.m. I was the only one boarding the car at this point and presented my pass in the usual manner, but the operator did not look at it, as he was too much interested in a young girl who had been standing in the corner near him. When I started for a seat he called me back and very roughly asked me for my transportation, so I again showed the pass to him and remarked that he had been more interested in his girl friend than the welfare of his company. His reply was, 'It's none of your busi-

ness, sit down before I tie something around your neck.' He was very nasty and abusive."

Who Said, "Tell It To The Marines?"

"I am a lady Marine sergeant. When I boarded one of your cars at Fifth and Spring Streets I stood at the front of the car near the operator. I like to stand up front and didn't think he would mind. But he didn't like it and told me I couldn't stand there. I told him that I was going to stand there. So he wouldn't move the car and said he would just stay there until I moved back into the car. I told him definitely that I wasn't going to move and for him to call the supervisor and I would take the matter up with him whether or not I could stand in the corner. He told me I would be sorry for my attitude. Five cars were behind us waiting for us to move. This operator pushed back the stool and as more passengers boarded he told them to

move up in the corner, almost squeezing me to death. One of the passengers told him to let up.

"I think this is pure cussedness on his part, and if he ever does this again he will be sorry. I heard that he slapped a woman on the 'J' car, and it didn't surprise me. But if he ever lays a hand on me I'll haul off and slap the tar out of him."

Race Horse . . .

"For three times now the same operator has done the same thing to me, and I feel it is time I report such rudeness on his part.

"I was on the 'J' car going into town and wanted to get off at 57th Street. I pulled the bell cord just after we left Slauson Avenue. The operator was busy counting money, and as I saw he was not going to stop I told him that I wanted to get off at 57th Street. He paid no attention—just as though he had not heard me. When I asked him why he did not stop, he gave out with abuse and red-headed temper.

"As he has done this three times now he must make a habit of it. He must think he's running an express."



Guy
Gilford.

"WE'VE TRIED EVERYTHING ELSE!"



DIVISION DIRT . . .

VIRGIL VENOM

By Bill Ulrich

If any of you boys of Virgil ever need advice on the art of stone laying or cement work, whatever you do, DON'T contact C. P. Hunt. C. P. recently got out his surveying equipment, and after spending all day looking for a suitable place in his yard, he began to build a fish pond. After many days of hard labor the job was finished. But—was his face red! Hunt had built the pond at the lowest point in his yard and couldn't put in an overflow pipe. C. P. is interested in any advice you can give him. I'd recommend aspirin . . . Pin your ears back, boys. Roy Finley and "Sharpy Carpy" have come back to Sunset. Ray Brown heard it and switched over to Vermont. Art Miller threw up a straight run on Sunset for a five hour split on Silverlake. I'm not scared of those two boys, though, 'cause I'm never behind them. . . . Al Exner has a new angle for making room in his coach. He was seen recently by secret operator "XYZ" leaving his seat, going back into the crowded coach, and placing his passengers where they would take up the least amount of space. New men please contact Al for lessons. . . . Eugene Smith, no relation to Snuffy, informs me that he also has a way of coaxing passengers to the rear. Smitty goes around to the rear end of the bus and on seeing a vacant place, he taps on the window and motions for the passengers to move into the vacancy. What a team he and Exner would make! . . .



LADY OF LETTERS

Our new scribe, Bill Ulrich, sends us a picture of the inspiration for his terrific column. She is Sharon Marie Ulrich.

Ray (Farmer) Brown recently purchased a one-horse-power tractor from his neighbor. Ray's son and his brother were there when he brought it home so he showed them how to start it. Then he went into the house to take a snooze. When he woke up the two fellows had plowed up Brownie's entire yard. I still think Ray forgot to show them how to stop the darned thing. . . . Speak low, fellows—speak low when you speak to Sid Chase and Bull Haynes. They're both ex-wrestlers. Haynes did his ring work back East while Chase wrestled locally. The latest wrestling Haynes has done, however, is with a steak at Mike Lymans. He was a chef before coming to Motor Coach. . . . Ernie (Two Gun) Tibbett dashed madly out

of the house the other morning, grabbing what he thought was his lunch. Imagine his surprise at lunchtime when he reached in the bag and pulled out two raw potatoes. He was so flabbergasted the rest of the day that on one of his trips out of town he tried something different. He had a capacity load at 7th and Hill so instead of turning on 8th Street, he figured his passengers might like to see 9th Street. He called out the points of interest and by the time he looped the block and got back onto 8th Street, he was receiving all kinds of commendations from his surprised but appreciative passengers. . . . E. P. Grant of Crenshaw fame has left for service with Uncle Sam. We all wish you luck, E. P., and hope you don't get too much yardbird service. . . . Mechanic's card signed by Kay Irby reads: No purr, needs vitamins. . . . Berwin swears this happened—A fellow boarded his bus, held out his cigarette, and threw his dime out the door. . . . Our deepest sympathy is extended to Bonnie Haas, our cashier. Her husband, Kurt, passed away on March 22 after a prolonged illness. . . . Rowena (Slugger) Rogers was invited to Scherer's house for dinner a few weeks ago and she ate so much that she had to let out the zipper on her pants and borrow a belt. Then on the way home she had a spill off her bike, lost her belt, and nearly lost her trousers. We hope she got home safely. . . . Speaking of eating, did you fellows know that George Boos is a chef deluxe? He's a wizard when it comes to

spaghetti and breakfast is his specialty. His wife can really make chicken dumplings, too. . . . Art Boulton proudly reports that he became a grandpa for the second time on Sunday, March 19. It was a girl . . . 9½ pounds. Daddy is engineer on the Southern Pacific Railroad. Congrats, Art. . . . Guess I'll say au revoir, now. That's goodbye in French. Brumbaugh always says "Carbolic acid" which, according to him, is goodbye in any language.

VIRGIL GREASE MONKEYS

Al Gardener, our carpenter, celebrated his birthday on St. Patrick's Day. Tea and crumpets were served, 'tis said . . . Earl Justice is all smiles lately. He attended his first Union meeting and had the 'luck of the Irish.' He went home with a War Bond won at the meeting. Earl says, "Excuses don't win a war. Let's get out and see what's going on." Pretty sound advice, Earl . . . Lou Powell spends his spare time making repairs on all makes and calibers of guns . . . Kenny Stewart, formerly storekeeper at Vineyard and now in the service of his country, dropped in to say hello to all his friends. Good luck, Kenny . . . Otto Draffke just harvested his crop of olives after a lot of hard work. Let's have a party—you bring the olives, Otto . . . If Joe Mooreland will dig up Justice's yard, Earl will get busy and plant his Victory Garden . . . Jim Wright is going around with an awfully long face. Seems that a mechanic got a pack of gum out of the vending machine in the trainroom before Jim unloaded it. Better luck next time, Jim.

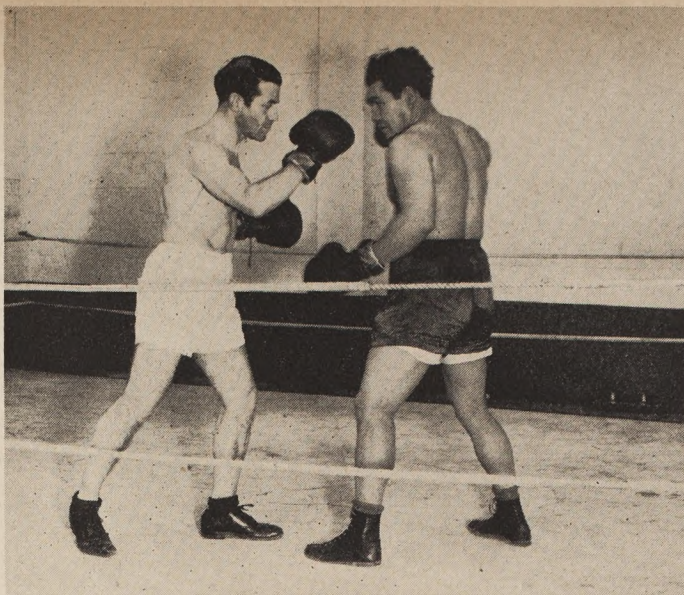
AND DON'T FORGET THE "FIN" FELLOWS!

WHY NOT . . .

Take a load off your shoulders and put dough in the bank? Send in your friends and neighbors to the personnel offices for a job as

TROLLEY PILOT!

Fill out a card and if he remains 30 days you get the five bucks!



MAIN EVENTERS

Boxing has become a feature of the South Park Shops monthly entertainment. The matches are full of action. Featured in a recent program were the two professional fighters shown above, Bobby Pacho and Joe Bakesef. Pacho hails from Phoenix, Arizona, where he started his career as a professional at the age of 17. During his fisticuff career of 17 years he has scrapped with most of the topnotch fighters in the profession, including six champions: Tod Morgan, Barney Ross, Henry Armstrong, Tony Canzoneri, Fred Apostoli, and Celerino Garcia. Bobby has appeared at Madison Square Gardens and most of the principal cities in the United States, Australia, Canada, Hawaii, Cuba, and Mexico. His opponent comes from London, England, and started as an amateur at the age of 16, having had more than one hundred scraps with light and welter weight professionals in England, including Ted Kid Lewis, Kid Berg, Harry Mason, and Matt Wells. During the time Joe was in the British Navy he won the light weight championship of the British North Sea Fleet.

V . . . - NOTES

The girls certainly brighten up divisions Three and Five, with their new uniforms looking very snappy. Elsie Dodson likes hers so well she came into the division the other day with tears in her eyes because she tore the knee out of her slacks when she fell on the car. What hurt her most was the idea that she couldn't wear her slacks for a few days.

Tiny Shirley Bittner and Jean Nowak came out from Buffalo, New York, together. Jean is taking a beauty course as a side line, so now she can practice on Shirley.

"Alabam" Ezell's deep Southern accent really gets you. You will recognize her on the "9" line—that good looking blonde.

The "5" line is Dorothy Adam's favorite. She and Johnnie Carson of Division 3 have something in common.

Sergeant George Trammell, former employe, has been sent to Seattle, Washington, for six weeks special training in an aircraft plant. When George comes back he will probably want to take a streetcar apart and put it back together again.

Jennie Jones, who has been with the company for 21 years and whose regular job is that of car cleaner, spends four and a half hours a day taking care of the lounge. She has done a remarkable job. On the conductorette's first anniversary she gave a little gift to each girl who had been there a year. We think that is very thoughtful of her.

Frank Brim, we hear, is still in the South Pacific.

C. E. Randall, who had worked at Division 5 and is now in the Navy, comes back to pilot a car whenever he can, uniform and all.

BUILDING BLUES

By Jennie Bevis

The Treasurer's Office really should enter that Chinese water plant in the Victory Garden Contest. The produce is edible, presumably water chesnuts, and merrily grows away at the rate of a couple of inches each day. A considerable difference was noted in the mien of those who came to get the smartly designed packages of seeds. Last year there was some hesitancy, even apathy and frank bewilderment. This year 1944 tells a different story. Everyone was full of brisk enthusiasm and seemed to know exactly how to go about growing a prize-winning garden.

Mildred McClelland of Auditing had a gala trip when she went to Arizona a few weeks ago. Millie was royally entertained—especially by the lads in blue (the Navy, to you)—and since then, she's been having difficulty keeping the stars out of her eyes. Cap-

WINGS FOR WILLIE

Mr. Willie Moody, coach cleaner at the 16th Street Garage, really has something of which to be proud these days. His son, Frank, just completed his Army Air Force Training Command of the Single Engine Course with more than 250 flying hours to his credit and received his Wings and the Commission of 2nd Lieutenant February 8, 1944, at the Tuskegee Air Field, Alabama.



MEET YOUR DAUGHTER, PAPA

Patty Sue Garrett is the grand-daughter of Operator R. T. Garrett, Coach Division. Her father, Sergeant R. S. Garrett, is with the Fifteenth Fighter Squadron somewhere in Italy, and he has never seen his daughter.

tain Frank Matheny of the Marines, former Laryite, has returned from the South Pacific on furlough. After having been neatly smacked by a wayside automobile, Mrs. Pearl Hunting is back at work.

D. C. Shaeffer was away from his desk in the Purchasing Department for a few weeks because of illness. He's back now, however, looking better than before, so it wasn't all in vain. There is a new member of that office force, incidentally. Lenora Scott, who used to brighten up the Ticket Office, can now be found in 424.

Perhaps you wondered when you saw Peggy Freestone's picture in the last TWO BELLS if she was Charley Freestone's daughter. Well, she is, and has been working in Dr. Smith's office. Peggy has been doing some interesting things in the interest of "hands-across-the-sea". For instance, nearly every Sunday she has served at the British Seaman' Club in San Pedro as hostess at open-house for the men of the United Kingdom who man the lend-lease Liberty ships.

SOUTH PARK

By R. S. Wallace

That dust cloud you see at the west end of the Shop is not caused by a big wind, it's just the shovels of the Victory gardeners stirring up the dirt for their vegetable beds. They are really going in for some of those prizes.

It's one thing to change your residence when you want, and quite another to do so when you are compelled to. Mr. A. F. Kilgore is one of the latter. However, he was fortunate to find a vacancy in the finest little city in the Southwest, South Gate.

Mr. Markley replaces Mr. Archer in the Victory League Bowling Team. Never saw Mr. Markley bowl but I understand he knows how to roll 'em.

They are using a yard-stick to distinguish the difference between Alport and Roberts in the Machine Shop, since one of the new men recently mistook one for the other.

Mr. Harold Steenrod, son of Mr. Joe E. Steenrod, Chief Clerk in Mr. Jordan's office, also former Storeroom employe, called on his former fellow workers a few days ago. Harold is in our armed forces and has been promoted until he is now rated Storekeeper, First Class. Understand he piloted some 300 rookies from the East recently. His wife met him in Los Angeles, and after spending his leave with his parents, they will return to his station at Sampson, N. Y.

Mrs. Marian MacKenzie gets a new Ermine coat if and when—Understand Mac has procured a pair of Ermine "Rabbits". Wonder how much they must multiply and replenish before the coat is due.

Miss Genoveave Turnell, our efficient phone operator, is entertaining a girl friend house guest from the East.

Jack Ogden, Upholsterer, resigned and joined the Navy. Un-

derstand he signed up with the C. B.'s as Sail-maker.

Bradley and Walters, the pep-boys of the Stores Dept., say they are just as tired as ever.

Mr. Shaw of Car wiring Department was in such haste to get from here to yonder, that he thoughtlessly diagonally crossed the street. For the moment he must have forgotten that he was in the city instead of crossing the cow pasture, and the long arm of the law reached out and awakened him.

Mr. J. H. Lendy, Car Wiring Foreman, received word recently that his son-in-law, Mr. Robert Foster, belly gunner in one of our B-17's working out of England, was lost in action. We all extend our condolences.

THE HILLBILLY BOYS

By L. B. Meek

With the Company furnishing the garden seeds, there seems to be nothing much left for the rest of us to worry about except to furnish the elbow grease. What a whale of a difference that makes in your garden, too.

Say, what do you think of the new uniforms of the girls? Ain't they something? We think they are about the spiffiest thing we have seen. Hope they are as sturdy and reliable as they appear.

Gee, it looked good to see Doug Timmons back on the job. The Navy is swell but it's some job dodging tin fish at times, almost as bad as Fords on Broadway. Though on the ocean you don't have to worry about traffic signals and pedestrian crossings or jaywalkers. Why the heck don't these farmers around town find out what those white lines on the street were put there for? Pardon the outburst. . . . A. F. Thompson has a leave from the Merchant Marine so he is seeing the town from the front end of a streetcar. . . . H. N. Nissen is doing a little visiting while his



TROLLEY PILOT FOR TOMORROW
Heres a quickie of Rolland Saxton, Jr., who, at the age of 14 months, is getting up to go places like his dad does on the "S" line.

ship is in port, too. As a coxswain he is working hard for the boat-swain mate rating. S. E. Park says he would like to get back on the business end of one of these streetcars. Well, come on Sam.

FRONT LINES

(Continued from Page 9)

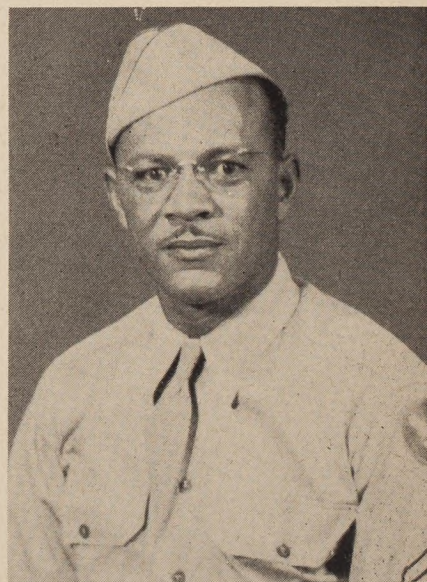
starting to ration certain things here to send more things over to Britian. . . . First class shows are 1 shilling and up. Before the war all the shows closed down on Sunday to give the help a holiday. . . . Beer is sold over here as follows: Monday trough Friday 10 to 12, 1 to 2 and 4 to 6, and on Saturday, 4 to 6. Not sold on Sunday." . . .

Most of the boys, when they arrive in a foreign country, act the same as you and I would. They take a streetcar ride . . . In a letter written to E. H. Ellis from George Shaffner, he remarks, "Dear Mr. Ellis and all the gang: I had a 30-day leave in New Zea-

land and I am now back in the islands again. I spent most of the 30 days around Auckland. I rode about a thousand miles or more on the streetcars there. They have the same type of cars as we do; K-11 and K-35 controllers and the same air brakes. I sure wanted to run one for them but they have rules similar to ours. They run down the wrong side of the street and they load from both doors. There are many fare zones and the conductor has to go after the money. It is all two-man, or I should say one man and a conductorette. They work for about 43c per hour on a straight run and get 46c per hour on a split shift. They have no owl service and the trainmen work 8½ to 9½ hours six days per week. . . . My L. A. Railway 1943 pass was a big help down there. It wasn't good for car fare but it got me more invitations than I could accept. . . . The people were very much interested in our P. C. C. cars. . . . Too bad I didn't have some copies of the **Two Bells** as I have not received any since I came into service.

BASIC TRAINING AT DIVISION FIVE

Everyone connected with the Mechanical Department at Division 5 is very proud of former car cleaner C. H. Jackson who has become a Corporal in the 335th Aviation Battalion. They are very proud of the fact that he received his Basic Training at that Division.



LOOSE SCREWS

By A. L. Davis

CAR HOUSE No. 1

Our Foreman, Ed Muse, has a few more grey hairs these last few days, what with overhauling the cash machine and the watchmans electric heater, he has been quite busy.

Harry Ogden has been transferred to Div. No. 3 as Electrical Repairer, replacing C. Lacy.

Jack Marsden is now on the early shift replacing J. Simmons.

Jimmy Doovas is taking J. Marsden's place as Second shift Electrical Repairer.

Ray Hayes has been busy these last few months building himself a tractor out of a 1928 Chevy. Now he is ready to start plowing his victory garden. (Area 12,960 sq. in.).

* * *

CAR HOUSE No. 3

H. Ogden was transferred to our division from Division One. Welcome to our gang!

Assistant Foreman J. Bradley seems to be getting his gang over here from Division One. First came C. Lacy and R. Smith, and now H. Ogden. Thanks, Mr. E. C. Muse, Foreman, Division One. You teach them the business of the trade and we will gladly accept them over here to turn out the work and keep our cars out on the line.

One of our repairers turned in a nice bright red sweater to the Foreman's office. While the boys were writing up the inspection cards of work done, one of our jovial conductorettes came up to the window and asked if one of the mechanics had turned in a red sweater. "Yes," replied the Assistant Foreman, O. Lund. "Thanks," she said. She then turned to a certain car repairer, jokingly. "Say, you should know who's sweater this is by this time." Was his face red; they all had a good laugh.



WE COULDN'T FIGURE ALL OF IT

But although Capt. Jack H. Daly writes letters which give no inkling as to where he is, by his uniform we see that he is a Captain in the Artillery. Also, by the look on his face he is well fed and enjoying Army life. We hear from him indirectly through Mrs. Daly, who receives a message approximately once a month. He acknowledges all the letters from various individuals on the job and wants each and every one of his friends to know that word from them is very much appreciated. Anyone wishing to write Jack Daly call Division 3 for his address.

CAR HOUSE No. 4

G. V. Lendy, an old timer at Car House 4 is on an indefinite sick leave. He is going to his farm in Oregon to recuperate. We will miss you, George.

R. C. Bath and R. A. McDowell transferred to new jobs at South Park. Best of luck!

A. D. Grossholz also has left us for a Street Inspector's job.

V. M. Nabors, who has been off since January 29 with a broken arm, is coming along nicely.

Anyone having an extra shoe stamp, please send it to H. Wescombe, as he has walked through the bottom of all his extra shoes trying to keep the P.C.C.'s rolling.

From the way the gang at Four grabbed up the victory garden seeds, there surely is going to be some work going on. The best we have heard to date is: E. D. Webb, Asst. Foreman, 2nd. shift, is so anxious to get his started, after he gets home at 12:30 A. M.,

he turns on the electric lights in his back yard and starts tearing up the soil. He believes in making garden while the moon shines.

CAR HOUSE No. 5

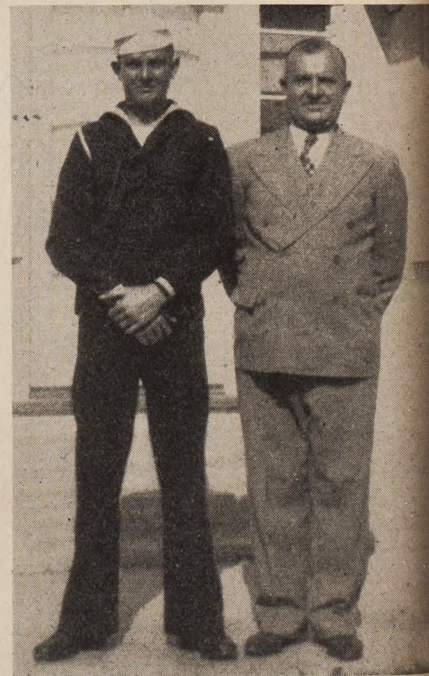
Our sympathy is extended to Edward Flynn in his recent bereavement. Ed's twin brother, brother's wife, and two children were killed instantly when their car was struck by a Southern Pacific train at Dodge City, Kansas. The bodies were taken to Pendleton, Oregon, for burial in the family plot.

If at first you don't raise a garden, keep on trying until you do. This seems to be the motto of some of Division Five boys. One fellow didn't like the advice and help that he received from the office force, so he took his little plow and went out to Manhattan where he bought a ranch?? There he is planting his beans the way his wife wants them planted.

Harry Hunt is the champion blood donor at Car House Five. He will soon be eligible to the "Gallon Club".

LOOK AT THAT CHEST ON PAPA

S. B. Sowell, 16th Street Coach, and his son Deen Sowell, Seaman First Class at Camp Kerney. Dean is now striking for Yoeman.



Several of the boys have followed the example of plow boy Fulton and bought garden plows this year. It seemed to be quite a joke when the plow first showed up on the job, but before the season was over, some seven or eight of the farmers were borrowing it.

On a certain Saturday, Jimmie James, Car House Five, crack mechanic, took a crew of three men on #9401 to Hawthorne. "All right men, grab those tools and lay them right in the street and wait further instructions, I'll look this thing over." Each man grabbed an arm load of tools and did what he was told. "O. K. fellows, let's go, no trouble." Everyone boarded the car as he was told. The following Monday when the tools were needed, it was discovered they were still lying by a fence post in Hawthorne. We hope!!

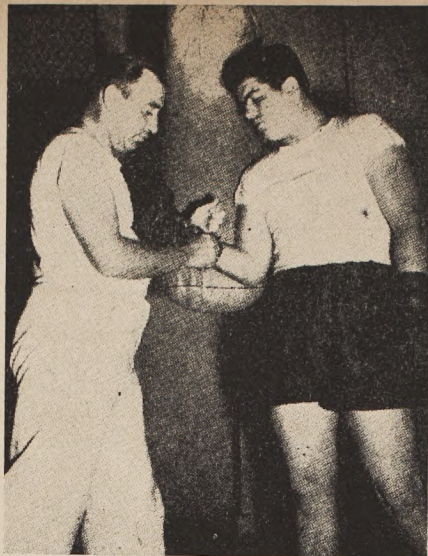
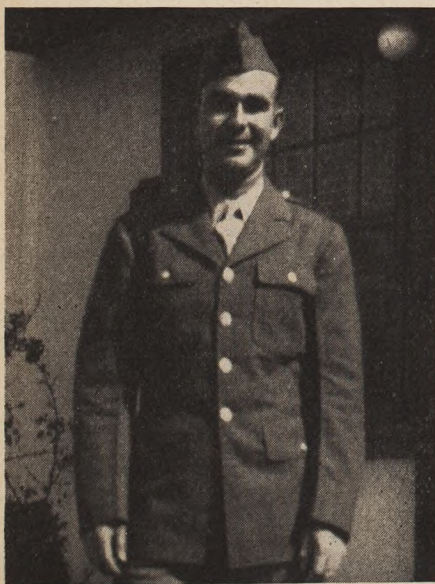
Goldstein got a job as conductor on the Spring Street trolley line, which averaged \$9 to \$10 per day in fares. After two trips, Goldstein turned in to the superintendent \$19.85.

Superintendent: "Goldstein, you're a wonder! How in the world did you do it?"

Goldstein: "Boss, I'll tell you; business was so bad on Spring Street that I took the car up Broadway."

THE BOSS' BROTHER

Private C. B. Ballenger, former motor coach operator and brother of Fred Ballenger, is now stationed at Fort MacArthur.



REMEMBER JIMMIE KRESGE?

Some years ago we ran a story about Jimmie Kresge who at that time was writing songs and publishing them. It told a little of his background and mentioned the fact that he had defeated five world champions between 1923 and 1927. In the manly profession of fist-cuffs he won the featherweight title. Some of the old timers will probably remember the name under which he battled. It was Eddie Brennan. Jimmie is now in the Navy, stationed in the Charleston Navy Yard as an instructor in boxing. He was formerly an operator from 16th Street Coach.

SOUR GRAPES FROM VINEYARD

By C. P. Hunt

It's a funny thing about supervisors. On one of our past stormy mornings, none other than (Mayor) Bill Terry was unable to navigate his Launch "Plymouth" down Ford Canal. He did try it later—that is, after it became daylight and he could dodge the palm trees that were floating downstream. . . . Now we learn that Musselwhite is returning to his boyish habits. That is, peering under tents. Did you get a good look at the Zero, Musselwhite? . . . We also just learned that when Dossey was breaking is as a bus driver on P. E. way back in 1926 in Santa Ana, his instructor told him that he (Dossey) would never make a bus driver. Anyway that is what Frank Epp claims. Seems as though Frank was his instructor . . . Wonder when Butch Mont-

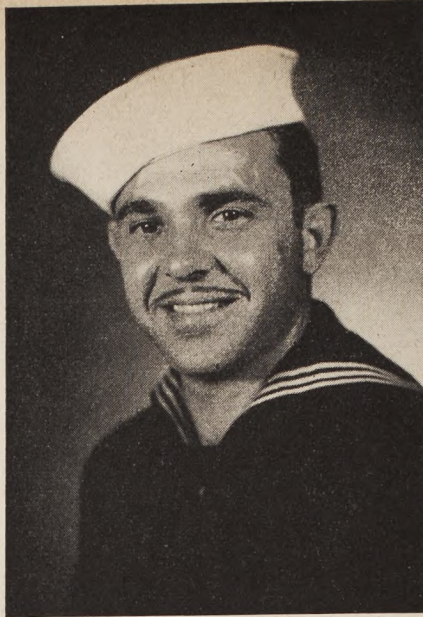
gomery is going to make up her mind. . . . Wonder why "E. B." stays around the vicinity of Linden and Wilshire so much? Do you suppose they serve exceptionally good coffee there? Could it be the truth? That is, do you suppose that Richards was only ten minutes hot the other day—and with only seven passengers on board? . . . Oh, ho. So Pop Zimmerman finally has his new teeth. They ought to be good ones, Zimmey. You surely have waited long enough for them. . . . Line checks, as you know, are made from definite points on the line. If you are assigned to, say, the corner of Wilshire and Western, you don't, or rather should not, go to the corner of Wishire and La Brea. Should you, Conrad? . . . There are a number of gals around Vineyard who would like to know just how Margie Pope gains her popularity. Why don't you tell them, Margie? . . . "Beaver" Wilson, the keeper of the gate at Vineyard and so dubbed because he is always gathering up the scrap lumber, received a letter from "Pop" Sommers. A part of the letter, it seems, relates that feed for Pop's cattle was getting hard to get. So he put green goggles on the cows and fed them sawdust. The next day when he milked he got several gallons of turpentine and a bundle of shingles. . . . Someone received a letter from Cpl. Bill Goodale; he's in Honolulu. Little Ulrich was stopped by a traffic cop out Lockheed way the other day. How much did that cost you, Ulrich? . . . Looks like C. H. Bull and F. Myers are going in the ring over the bidding on this last shake up. Even DeLourey, and of course Harrington, would bid on Fairfax, as well as Smith. But that is why they have shake ups. . . . Look out all you bowlers. The L. A. M. C. is forming another team. If you are interested, contact any of the *0 entrants, or Cormier.

MORE ABOUT TOKENS

(Continued from Page 8)

duced in New York City and soon became very popular. About the same time John Mason, wealthy merchant and President of the Chemical Bank, had a remarkable new idea for an "omnibus on rails" and with the assistance of others, he raised sufficient capital to organize the "New York and Harlem Railroad Company." Top-hatted gentleman and satin-clad ladies of New York's upper 400 crowded the sidewalks of the Bowery on a frosty morning in November, 1832, to watch Mayor Walter Bowne and the City Council help John Mason inaugurate his pioneer streetcars into service on upper Fourth avenue. Amid the shouts of the eager spectators the horses trotted off in handsome style, pulling the two cars at the breath-taking speed of 12 miles per hour. After a ride and a demonstration of the new safety brakes, the Mayor said: "This event will go down in the history of our country as the greatest achievement of man."

Tokens are known to have been issued for transportation purposes as far back as 1731, in England, but the one issued by the New York & Harlem Railroad has the honor of being the first to be used on any local street railway line that was used for mass transportation. However, it is possible that an exception could exist, for we do know that in Rome, two thousand years ago, there was serious traffic congestion due to the extremely narrow streets and most of the private vehicles were banned from the broadways, in favor of public carriers. Whether these public carriers ever issued metallic checks or tokens as we know them, is not definitely known, but someone may dig up something that will tell us the story behind their token.



BETTER LATE THAN NEVER

Travis E. Stuckey, M.M. 2/C, who sent us a poem last year, now sends us his picture, proving that not only is the poetry good—but the author isn't so bad himself.

YARD BIRDS

By L. F. Sparks

Paul Bunyon and the Winter of the Blue Snow, had nothing on "Honest George from Georgia" Ramsay and the Winter of Red Rain. Seems as though George was sitting in a small building in Vernon Yard at the same time the repair gang was staining the roof. He thought the rains had started again and was somewhat startled when a glance in a mirror disclosed him like a turkey egg.

Was Frankie Hall's face red. And not only his face. Frank spent Sunday in his garden sans shirt and Ole Sol gave him the works. A liberal application of Pyrol and a few days time off and Frank was back to normal.

Carpenter O. W. Wibe has asked for his vacation early. He is not going any place in particular but he anticipates receiving greetings from the President and wants to have his vacation when that time comes.

Road Master Ed Fleming, Asst. Foreman Elmer Mitchell and Night Switch Repairer Carl Ken-

nedy were all cabin owners at Anaheim Landing. Their places have been taken over together with all the other places in the town by the Navy for a Naval Base. They had to move out by March 15th and this was quite a blow to fellows who liked the beach and fishing. Ed found another place to buy at Surfside but Mitchell and Kennedy are still looking.

The construction crews and building gangs have been busy lately. With war time restrictions eased, they removed the black-out paint from the skylights at Division 3 and and for the first time in many months the day crew were working without the lights burning.

The Coach Division is branching out with a brand new office. Their old building that originally accommodated a couple of hundred operators was filled to overflowing when 400 were required to use it. The new building will be more up-to-date with ample light and ventilation. The Coach Division is also pleased with the new straight grade driveway from the yard across the street. The coaches can drive without dragging the overhang.

The Ticket Office and the Lost and Found Dept. will soon be in their new quarters on the corner of 11th and Broadway. Redecorated throughout, it will be very attractive.

Yessir! We've been doing things lately!

LITTLE LAMB LIKES DAVY

The wooley, little lamb is standing guard while Baby David Munyer takes a sunbath. David's ration book goes to Mr. and Mrs. Victor E. Munyer of Division 5.



SHORT CIRCUITS

By Walter Whiteside

"Spring is in the air and gardening is on our minds," is a good simile to the billboard stating, "I have grease on my nose — your car on my mind." Both sound a little silly, nevertheless gardening is the thing we should be interested in now with the company offering all that dough just for a little digging.

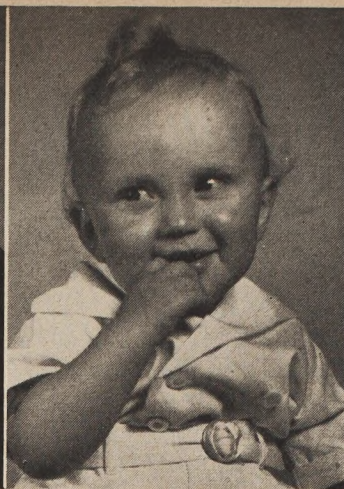
Reg Walton recently obtained his priority for a tractor which he now has and is using every day. He gave up his part-time job at the defense plant to be able to spend plenty of time keeping his acre in bloom. He assures us he is going to win a prize.

Howard (Negative) Jones, who is conducting a school of photography on the side, is having a painting made of a well groomed garden which he intends to photograph and submit for a prize.

Out West Adams substation way we understand quite a project is being planned by Mr. L. J. Turley and M. T. Lander, together with Roy Houser and Charles McDonald. If this should win a Bond ten years from now, each would collect \$6.25.

WHAT'S THE JOKE?

Evidently it was very funny. Anyway, Ralph Stanley Wildermuth, pride and joy of R. S. Wildermuth, Extra Switchman at Division 1, thinks it is.



DOUBLE O FOR GRANDAD

J. C. Brewer and his granddaughter, Baby Hein. The baby's father is S/Sgt. E. L. Hein, stationed somewhere in Italy. Both the father and the grandfather have worked for this Company and are now working for Uncle Sam.

SIXTEENTH STREET EXHAUST

By Emogene Rippert

Ray Anderson, former First Shift Foreman, visited us last Friday . . . Clarence Duckett's wife met with a severe accident on Marc h16th, suffering a broken back and neck. She is confined to the hospital and will be for some time. We extend hopes for her early recovery . . . Elijah Pree, 22-year-old son of Henry, was inducted March 24th . . . Herbert M. Smith's gas rationing worries are over, boys; he has a bicycle . . . Mr. C. J. Lynn was recently transferred to the office upstairs . . . Barbara Johnson, mechanic's helper, is helping Henry Pauschert with the duties of a shop clerk, and doing a fine job. Welcome to the day shift, Barbara . . . Doris Sievert, the big feminine boss, 4 feet, 11½ inches, of the storeroom, left Professor Holmes and Jerry Smith to themselves for a few days while undergoing a tonsillectomy at the California Hospital . . . Congratulations to Mr. Lindsey on two occasions, as he acquired a new daughter-in-law when his son got married on the 18th and his daughter, Annette, gave birth to a baby girl on March 28 . . . Charles Hardy

received an award for putting in a spacer to prevent wear on the oil filter cartridge, and Joe Covington merited an award for oversized wheel bearings for bringing in disabled coaches. Joe split his award with Norman Lane, due to dual minds working in unison . . . Scotty Crawford will soon have his "other" set of "China clippers." How's for a good steak, Scotty? . . . Claude Simmons, former mechanic, returned from the South Pacific and visited us . . . Helen Crouse, mechanic's helper at the gas station, received a painful injury to her finger, but has fully recovered . . . Private Harlan Juris, son of Tom, received the highest bombardier psychometer test at Shepard Field, Texas. Good work, fellow, and success to you . . . Paul Woods' brother, Howard, received his wings recently. His exam was so fine they retained him as an instructor at the Training School. Congratulations . . . John Douglas was discharged from the U. S. Navy and is back with us again . . . Harold Nyström returned from the South Pacific, and while on furlough threatened to work part time, but he didn't carry out his threat. Tsk, tsk . . . Robert Wick, technician, 4th grade, tank destroyers,

COWPASTURE POOL



Here are the winners of the L. A. Motor Coach golf tournament. These champions challenge any other golfers on the property.

Upper picture shows (front row): Marlo, Woods, Ruckman, Harrington, Muse, Becher, Cormier, Brumbaugh, Nichols, Courtney, Phillips. (Back row): Mollner, W. H. Wilson, Dunbar, Jackson, Helbling, Schmedeman, Jacques, J. V. Wilson, Funk, Patton.

Insert: The winner, J. E. Jackson (right) receives trophy from Dave Canning. Watching with interest are C. Ruckman and T. S. Woods.



stationed at Louisiana, dropped in while on furlough . . .

Blood for the Cup of Victory

Many employes are doing their patriotic duty by donating their blood to the Red Cross, adding their blood to the cup of victory.

The Sixteenth Street Garage is really proud of their blood donors. Leading the field are D. J. Sullivan, C. H. Hardy and L. Tuller, having given six times and each wearing a white ribbon under a silver pin. Running close seconds are H. M. Smith, N. L. White and J. McCollock with five donations. The Half Gallon Club of four pints consists of S. G. Casilas, Doyle Rishel and W. A. Weberg. E. L. Brown is the only three timer, while a number have gone twice including G. F. McCabe, A. Stanley, W. Wilson, F. Yenour and A. Bladel. The first timers are P. Bauman, T. Fletcher, N. W. Lane, J. Lopez, F. E. Nolf, J. Van Murik, E. Williamson, W. Aldrich, H. Menefee and John Douglas.

ONCE OVERS FROM ONE

By D. B. Kohl

Blue Monday has become dark blue around the Division lately with all the sore muscles after a hard day spading up the back yard in preparation for the war gardens. Judging from the number of free seeds given out, our Division will give plenty of competition to the rest of the farmers in the contest. We'll bet most of the handsome prizes offered to the Company go to Division One. Sam Duncan was called to Bakersfield by the death of his mother. We offer our sincerest sympathy . . .

F. E. Schuler, skipper on the little Evergreen car who rides up and down the City Terrace Speedway, claims the most careful passenger in the world. This fellow knows all the bumps and curves on the line and just before he reaches them, he takes out his false teeth, replacing them when the rough terrain is passed . . . H. O. Dickfoss must own a rabbit's foot that works. He was lucky enough to enjoy a

vacation at Palm Springs, although he failed to mention how many days it took him to walk that distance . . . O. R. Francis reported to the Induction Center, and the next we heard from him he was at Fort MacArthur. He is now being trained for the scouts—and we don't mean Boy Scouts. He's studying photography, radio, and learning to send and receive messages by code . . . E. A. Green has been appointed temporary inspector and rough edge car expert . . . Charlie Taylor has been placed on the Special Roll, having been off on sick leave for the past year . . . O. Wickeren returned to Division One after having served one year in the Army, stationed in Portland and doing a turn as a baker in the Flying Corps. He claims that while he was in the Army he could always find a place to bunk but he can't say as much for civilian life . . . We wish to extend our sympathy to C. H. Howery who was called to Kansas City because of the serious illness of his mother. We all hope for a speedy recovery . . . G. M. Chapin relates an incident which happened when he was working as a motorman back in the good old days—an incident which should prove that courtesy always pays. It was a dark and stormy night when a drunk staggered to the safety zone. The streetcar ahead left him standing, but Chapin stopped. The inebriated passenger was so grateful that he put twenty-five cents into the fare box and then told the conductor to give the motorman the extra change for picking him up . . . And last, but not least, is the news that Foreman Frank Ervin plans to hold an audition in his office. He is offering a prize to anyone who can sing the words to "Mairzy Dotes" distinctly enough so that Ervin can discover what the song is all about. The prize is to be a day off.

STREAMLINERS

By J. A. Madigan

Well, Spring is here again, and judging from the number of requests for seeds, it looks as though a lot of the men are taking advantage of the extra hour of daylight and going to the soil. One fellow we know has been itching to get out for several weeks. Over the week end he got out, took off his shirt, and spaded up the ground. Old Sol worked on his back, though, and now that party is just itching. . . . Quite a few trainmen are going after the Bond prizes. Operator Auslander, who carried off the \$50 prize last year, expects to get first place again. . . . Night Switchman Taylor has gone farmer in a big way. In addition to his war garden, Merle has a couple of cows, some hogs, and a pigeon. What can he do with a pigeon? . . . There is a lot of talk around about "stay on the job and finish the job." Much has been said about presenteeism but we believe we have a man who deserves a medal of some sort. He is A. M. Emerson who recently, when he lost a few days on account of a severe cold, informed us that this was the first loss of time in over twenty years. . . . C. W. Boyer is in receipt of a very nice commendation in the form of a personal letter written by a lady whose brother died suddenly while a passenger on Boyer's car. The method in which Boyer handled the situation was appre-

SPRING COVERS



"THOUGHTS OF SPRING," the front cover, speaks for itself. The photograph, we think, is one of the nicest which has come across our desks. It is the work of C. V. Coleman, Sixteenth Street Coach, and is a candid portrait of his daughter, Sue Ann.

The back cover shows Helen Blevins, one of the loaderettes at Seventh and Broadway, in the new spring styles for Laryettes. This portrait is by Howard Jones, Electrical Department.



ciated. . . . Among the men at Division 4 we have one, who though a new man at the Division, is not new with the Company. After a short absence, E. J. Christensen is with us, this time, we hope, to stay

FLUID DRIVE

By R. O. Bennett

Well, fellows, I guess this is still a small world after all, as the old saying goes. I received word from a good friend of mine, C. V. Farmer, a 1st Sgt. in the U. S. Marines, telling me he had contacted Bill Eunson by field telephone on one of the South Pacific Islands and they were able to spend the whole day visiting and talking over the many good times spent together in L. A. 1st Sgt.

Farmer had just returned from a two months battle on one of the Islands. Bill is now wearing three stars on his service ribbon.

Was Mabel Carlson's face red! She and her husband were recently dining in a steak house in Hollywood. Mabel asked the gentleman seated at the table next to her to please pass the ketchup and was informed by the gentleman that the house furnished no ketchup and he had brought his own.

The cashier's job must be getting a little too much for W. J. Luman. The boys in the office called to his attention a few nights ago that the shoes he had worn down to work weren't mates.

We have had letters from Dale Robinson of the U. S. Navy at San Diego and Louis Hoffer in the Army at Camp Abbott, Oregon. They both say they will gladly trade places with anyone who is itching for a change.

A. G. Gribbling and H. R. Steyer are now back on the job after spending a few days in the hospital. "Grib" said he was suffering from gas. I have often heard him shooting the gas around the trainroom, but I never had any idea it caused him any pain.

OPERATING RESULTS

FEBRUARY, 1944 vs. FEBRUARY, 1943

	1944	1943	1944 Increase + Decrease— Over 1943
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,622,450	1,497,911	+ 124,539
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)	1,237,499	1,047,320	+ 190,179
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	305,429	247,229	+ 58,200
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	43,609	63,793	— 20,184
Total Expenses	1,586,537	1,358,342	+ 228,195
Leaves Net Profit or Loss	+ 35,913	+ 139,569	— 103,656



**“Spring Styles
For
Laryettes”**