

# TWO BELLS



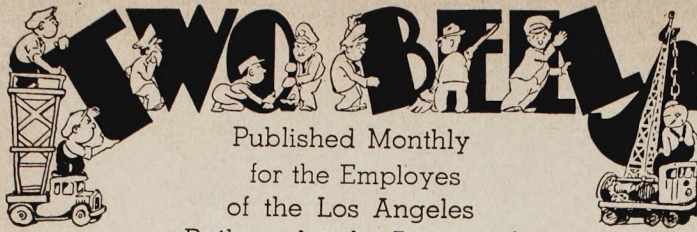
**"GEARED FOR ACTION"**

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**LARY BOYS GONE TO WAR**  
**December - January**

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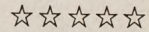
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- Total LArY** . . . . . **496**
- Total L.A.M.C.** . . . . . **118**

**S U P R E M E S A C R I F I C E**

Six Gold Stars Now Appear on Our Service Flag.  
Let Us Pray to God There Will Be No More.



Zephan Allen Barrows gave his life to his country on June 13, 1943, in a raid over Germany. Allen was a Bomber Technical Sergeant and was reported as missing in action for some time.

Barrows was inducted into the United States Army on March 2, 1942, from Division One. His rise to technical sergeant on a Flying Fortress speaks more for his caliber than any words we may offer.

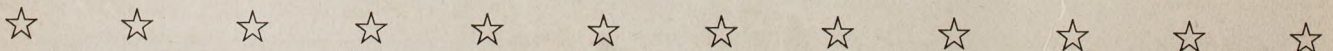
Allen's own parents passed away before he met his tragic fate, but to his stepmother, Mrs. F. M. Barrows, we extend our sympathy.

William Patrick Cody was killed in action on December 17, 1943, in Italy.

Very popular with all the trainmen, "Wild Bill" Cody died fighting for his country. He joined the Company on June 29, 1939, as a motorman at Division One, and was inducted into the Army on March 31, 1943. "Wild Bill" had a jolly personality, and at the time he left the Company he was Secretary-Treasurer of the Union.

Bill has made the supreme sacrifice so that man might live in freedom. The vacancy in the hearts of his friends and his fellow workers will never be filled.

To his wife Elsie, and his mother, Hanna M. Cody, now living in Canada, we offer our sincerest condolences.





# "NOTIFY DISPATCHER"

Ever wonder what happens when you "notify the dispatcher?" Here's the lowdown on what gives when you pick up one of the two hundred and twenty-five phones connected to our central station.

The Dispatcher's office is the pulsating heart of this organization. Eighty telephone lines form the arteries from the outer fringes of the railway system into the control board. Like the arteries which run from the human heart they are alive — throbbing with vibrant news, day in and day out.

Listening in, via an extra headset, in the dispatcher's office was quite a treat. Hearing both sides of conversations gives a picture of what these men go through day after day, and night after night. They know every foot of the system. They know the crossovers, the switches, the electric switches, the loops, and even what the neighborhood looks like. When an incident is reported to the dispatcher, he pictures in his mind the location and is able to direct emergency crews more fully by telling them what to expect when

## DISPATCHERS ON DUTY

From left to right we have: Harry D. Ramer, C. W. (Tom) Trice, W. H. (Bill) Morgan, C. H. (Clint) Coxhead, and J. J. (Jack) Redding

Insert: Chief Dispatcher Pelsue gives a demonstration of a few of the things you have to do to handle this terrific job.

they reach the scene.

Six full time dispatchers make up the crew. The Chief Dispatcher, Mr. C. E. Pelsue, directs their duties, under the supervision of Mr. C. E. Morgan, Manager of Operations. Phones and equipment are kept in perfect order by the Electrical Department. Much credit must be given to Mr. Turley for the efficiency of the telephone system which has been in operation for many, many years. The phones on the lines are real old timers, but the dispatcher's board was installed in 1921 when the main office building was erected

and occupied. Prior to that time, the dispatching was done in the Pacific Electric building.

This telephone board is not under the control of the Telephone Company. It is owned and operated strictly by the Los Angeles Railway. The system has eighty telephone lines and two hundred twenty-five phones. Some of the lines are one party, but others have as many as twelve phones and phone boxes. Most of the trainmen are familiar with the various types and much humor has been directed towards the phones in the out-of-town districts which have to be cranked before they can be used. Five other telephone sets are to be found on the dispatcher's desk. One is a direct line to the air raid control station and is used only in case of alerts or blackouts. Another is the emergency phone. **This is PProspect 7229, and is to be used**

(Continued on Page 22)



# TROUBLE IS THEIR

**M**ost citizens go to a lot of trouble to avoid trouble, but this is a story of boys who hunt for trouble. Your troubles are their business. Schooled in all modern police methods, a smattering of law, a knowledge of codes and ordinances, experienced at trials and with police procedures, and a love for their job, together with a feeling of brotherhood for the man on the streetcar, these special agents are the nemeses of the trouble-makers who haunt our lines.

## Two Cruisers . . .

Two cruisers, or prowler cars, are operated under the direction of Captain R. H. Hilf. Captain Hilf was at one time Deputy Chief of Police of Los Angeles and is well versed on all matters of police procedure. Under his direction these units have become the smooth trouble-shooters that they are.

Cruiser No. 1 is manned regularly by Ed N. Bliss and Sam Taylor. Cruiser No. 2 is the extra car used on weekends and for special occasions and it carries Emile Gagnon and Bob Mann as its proficient crew. When asked for some inside information on a special agent's duties, Ed Taylor replied, "You gotta ride to learn. What night shall we pick you up?" He suggested the coming Friday, and we still believe he had inside information that it was going to rain.

We left the main office at 5:30 for a night-long cruise in their horizontal dive bomber, the prowler car. Back and

forth across the city we tore like a mad rabbit, sometimes with the siren screaming full blast and sometimes using only the red lights to warn traffic we were coming. Those red lights work wonders. When the prowler car, red lights gleaming, pulls up behind a streetcar which is carrying free passengers, those fenders unload in a hurry!

## Log Work . . .

As the prowler car proceeded from the main building at dusk, Ed Bliss drove while Sam Taylor prepared the log. The log is their story of the night's work. We read over his shoulder: "Time 5:30 P.M. Cruising south on '7' line." The agents attempt to keep their log up as they go along but when business is brisk and they dash from one end of town to the other, they simply make notes and fill in at the first opportunity.

A police radio in the prowler car is tuned to the police broadcast. When an operator on the line reports an accident or trouble, the dispatcher immediately calls the police who broadcast to our special agents: "Calling Special Agent No. 1. Calling Special Agent No. 1. Call your station." A thrill crawls down your spine, the

prowler car picks up speed heading for the nearest phone box, and the night's work has begun. Sometimes the dispatcher wishes them to know exactly what they are to look for, so a message is radioed in code, such as "Special Agent No. 1, at Normandie and Adams, 620." This may mean a fire or a blockade, or whatever the code calls for. In the phone box Sam Taylor lifts the receiver and the dispatcher gives him the details. It takes but a second: "An accident at 42nd and Central. Emergency truck No. 1 has already been sent to the location." Away they go with sirens blaring. Down side streets, through alleys, around corners, through signals—all traffic stands still as we go by. These boys know every cut across, cut off, back alley, and quick route from one part of the city to another. They have been known to receive a call in Eagle Rock for Jefferson and Main and beat the ambulance to the spot. And many is the fire to which they have had a preview and some which they have extinguished.

## Looking For Trouble . . .

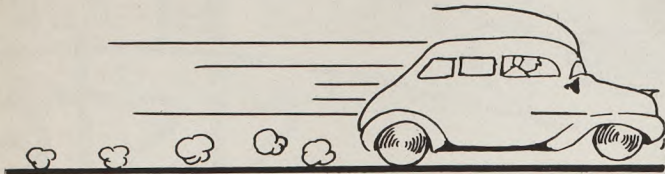
Les Drummond, assistant to Capt. R. H. Hilf, handles the detail work in the office for the special agents. They operate under his personal direction. Charlie Gunn, who graduated from the prowler car, is special agent on day duty. The purpose of the special agents is protection for company employes and for company

### IT'S EASY WHEN YOU KNOW HOW

Special Agents Ed Bliss and Sam Taylor demonstrate to the newer agents Gagnon and Mann the simple trick of assisting an obstinate, inebriated playboy from a streetcar. This is known as the polite escort grip, and is recommended to take the belligerency out of any playful drunk who attempts to take over the streetcar equipment.



# BUSINESS



property. Quietly they cruise the system looking for trouble—your trouble. When they find it, they are not so quiet. Sometimes they race the stork. Calls have come to them while they were on duty asking that they pick up a certain trainman and deliver him to a hospital in time to welcome junior.

## Liaison Officers . . .

They have charge of all the guards throughout the system. They keep their time, deliver their pay checks, and scout around to see if they are on duty. Besides trouble-shooting in passenger-trainmen difficulties, they procure facts and witnesses to as many accidents as possible. They act in a liaison capacity between police officers and trainmen. The boys are always willing to aid the police whenever they can. In fact, it was Special Agents Bliss and Snow, now in service, who found for the Police Department the "Black Maria" which had been stolen a year or so ago. They line up the workers into queues from the aircraft plants during the late night and early morning breakups—this in itself is a feat for which they should receive a medal. Some nights the line at Goodyear extends for a block and the pleasant special agents have encouraged the patrons to have their change ready as they board single file.

## Call Your Station . . .

It is not the job of the special agents to spy upon the operators throughout the system. Only in flagrant cases do they report operators for misconduct. They have too much to do to bother watching the operators. A good example of this was displayed the night I gripped the back seat and went along for a "ride." We had just finished getting names and witnesses of an accident at 42nd and Central, when our radio blared forth: "Special Agent No. 1. Call your station." At the next phone box we checked with the dispatcher who told us that there was an emergency at 54th and Crenshaw. A trainman implicated in an auto-pedestrian accident while off duty. We flew across town, assuming that one of our trainmen had run down a pedestrian. This fact seemed to spur on the agents. However, when we arrived at the scene we found the situation was reversed. One of our operators, while crossing the street to catch a "5" car, was run down by an automobile. The ambulance and the Traffic Investigation Department had already arrived and our trainman was in the ambulance being treated by the doctor. The special agents were able to take him to the company doctor for further treatment and then drive him home and put him to bed.

The daily log sheet is very interest-

## CRIME CHART

J. L. Drummond, Assistant Chief Special Agent, shows Charlie Gunn the distance which the prowler car sometimes covers in a night. The crime chart is Drummond's war map. Differently colored pins represent different types of incidents in which our personnel or equipment are implicated. For instance, a silver pin may mean a hold-up or assault, while a yellow pin means purse snatching or children destroying property. The special agents can tell at a glance where the trouble spots of the city are located.

## Let's Look at the Log:

ing to read. Let's take a few samples:

10:15 P.M.—At Santa Barbara and Vermont for the break up at the Coliseum. Assisted in loading and movement of cars. It was necessary to use force to protect the crews from the crowds on several occasions. Buttons were ripped from Agent Bliss' suit at one of these incidents.

1:10 A.M.—Due to an unknown delay, the line R Owl eastbound was westbound at 1:00 A.M. At the request of Supt. McGown, we requested the operator of pull in line R Car No. 1242, Train 10, to make an extra trip to Brannick for us which he readily agreed to do. We feel that he should be commended for his willingness.

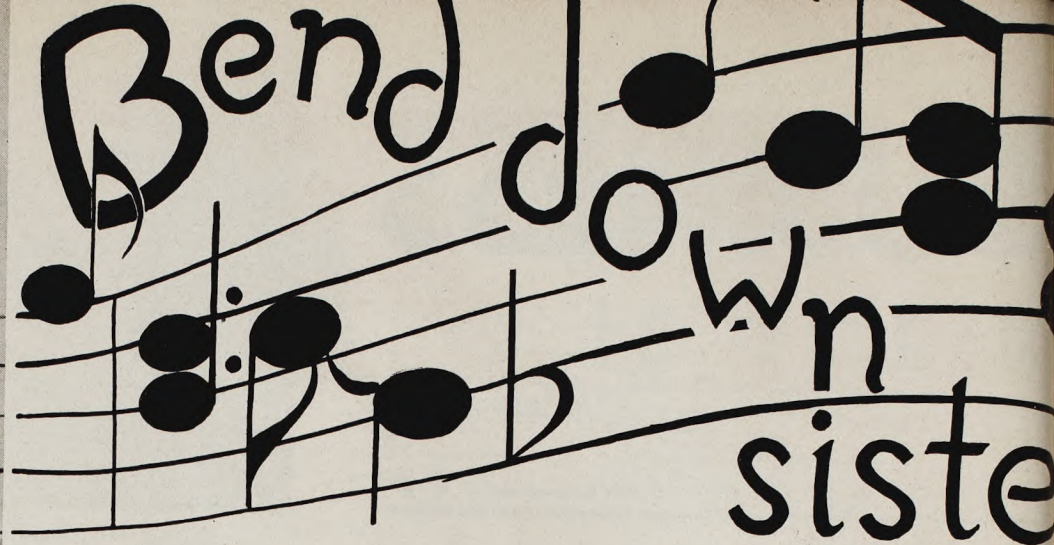
6:13 P.M.—Notified by the Dispatcher that the conductor on line 5 car, Train 62, reported to him at 5:41

(Continued on page 16)

## GRAND DADDY "DICK"

Captain R. H. Hilf, Dick to his many friends, is responsible for the smooth, efficient operation of the prowler cars. Dick Hilf is a graduate of the Los Angeles Police Department, having retired as a Deputy Chief. He is a granddaddy, and the pictures on his desk are of his grandchildren.





## BEND DOWN!

*By Helen*

Yes, it's "bend down" if you are in the category with those who get little exercise and as a result the muscles become flabby. Even though it is an effort to swing the typewriter carriage back and forth, put on powder and lipstick, pull the bell cord, bake a cake and get dressed, this is not exercise. Exercise is a coordinated movement of certain muscles.

The finest exercise is play, and the most fun. Be it tennis, golf, swimming, cycling, archery, badminton, walking or some other fine sport, you will have a whale of a time while getting rid of "excess baggage". But the basic value of exercise is that it should be regular, and since most of us are too busy these days to play, we must depend upon our daily "1-2-3-4's."

A beautiful figure is one with bust two inches larger than the chest circumference, waistline nine inches smaller and the hips one inch larger. So get out your tape measures ladies and compare the waist and bust, and the hips and bust. There should be an eight to ten inch difference between the bust and waistline, and the

**ABOVE**—Joyce Reynolds of Warner Bros. does an exercise that will do wonders for the midsection. Stand erect, knees straight, bend trunk and touch toe of opposite foot, keeping knees straight.

hips should not exceed the bust measurement by more than two or three inches at the most. The measurements, though, will be out of proportion unless your weight is normal. To complete your record, measure the thigh, calf and ankle. The thigh should be measured slightly above the center of the upper leg, at the largest portion. The measurements vary from 19 inches for the slim girl to 22 inches for the large frame girl. Measure the calf at the fleshy part and the ankle just above the ankle bone. The loveliest calf is 12 inches for the small girl and 14 inches for the large frame girl. Trim ankles measure  $7\frac{1}{2}$  to  $8\frac{1}{2}$  inches.

You cannot go by weight charts to determine your correct weight as those charts are figured for the frame of the average person and not the individual frame. An easy way to figure your approximate normal weight is to allow 100, 105 or 110 pounds for the first five feet of height depending upon whether you are thin, medium or stocky, using the figure 100 for the slight, 105 for the medium frame and 110 pounds for the stocky. Then add five pounds for each additional inch by which your height exceeds five feet. For instance, if you are five feet three and have a medium frame, use 105 and add fifteen pounds for the additional inches, making your weight 120. If less than five feet tall, subtract five pounds for each missing inch from 100, 105 and 110. For an exceptionally large frame, your best

weight may be 10 per cent higher than for the stocky build. From these three frames the short, stocky woman will have more difficulty controlling her weight, and she will select her food with an eye for calories. She has her compensations, however, as these ladies are usually the jolliest and get the most fun out of life.

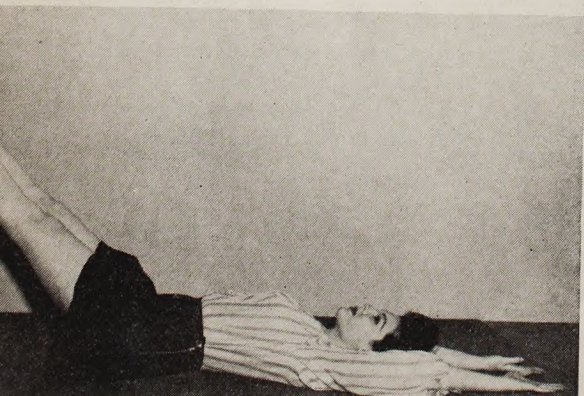
Start five minutes each day and gradually increase a few minutes until you are getting a daily work-out of twenty to thirty minutes. Do not work out too soon after meals.

Strong abdominal muscles hold your internal organs in their proper position. To lose a flabby midriff, keep your body straight when sitting. Don't slump forward when standing. Here is an exercise to deflate that spare tire. **Lie on back with feet elevated and resting on seat on chair. Raise hips until body is in a straight line from toes to chin with weight resting on shoulders and feet. As you raise the hips pull up and in with the lower abdominal muscles. Flatten the entire abdominal wall. Hold. Lower. Repeat 10 times slowly, and rest between movements. Later perform 20 times.**

It takes about fifteen minutes daily to lose the "stenographer's spread". Work on the thighs and hips, although different exercises are needed for each.

**Lie face downward, head resting on folded arms. Raise alternate hip and leg as high as possible, keeping knee straight. Hold. Lower slowly. Perform 10 times, later 50 times. Another: Lie on side, rest head on outstretched**

**LEFT**—Lynn Baggett of Warner Bros. keeps a trim waist and hipline by exercising daily. To follow the exercise she illustrates, lie on floor with arms stretched above the head and slowly lower the legs to the floor, keeping knees straight.



# You're Neither Too Young Nor Too Old . . . So Get Into Your Shorts, Bathing Suit or Slacks and Begin to S-t-r-e-t-c-h.

arm, other hand on floor in front of chest to act as brace, legs stretched straight down. Draw one knee to chest and from this angle stretch the leg directly forward on the floor. Flex knee again and extend the leg downward. This is good too—Lie on back on floor, stretch to full extension, arms over head on floor, legs stretching downward. Roll across the hips and clear over to fat pad on side of thigh, then roll back across hips to other thigh. Roll 12 times at the beginning, and later roll 50 times, resting between each 10 rolls. For the thighs beautiful, lie on right side, head pillowed on folded right arm, left hand braced on floor in front of chest, legs stretched down straight. Left leg on top of right leg. Raise left leg as high as possible in air. Hold, lower. Repeat 10 counts. Lie on left side and raise right leg 10 counts. Later work up to 40 counts with each leg, performing exercise slowly. In same position, move upper leg in wide circles from hip. Circle 6 times, rest, repeat another 6 times. Then roll over and perform with other leg. Later on, you can make 25 circles with each leg, resting between 12 counts.

Carry your head erect for beautiful throat contours. Don't let it droop. While reading, hold manuscript straight in front of you. The muscles begin to sag under your chin when you pass 35. When exercising the 15 chin muscles, keep them tense at the

**KEEPING IN TRIM**—Julie Bishop of Warner Bros. shows us an exercise anyone can do to keep young and lithe. Stand erect, keep the back straight and vertical, bend the knees and touch the fingertips to the floor. Use this in your basic training program.



start and gradually relax. Stand or sit erect, with chest lifted, head up and chin level, tense the throat muscles and slowly turn head until the chin is pointed over shoulder. Lower chin to the shoulder 5 times. Then turn the head in other direction and lower chin to shoulder. Here's another. Stand or sit erect, head turned until point of chin is in line with shoulder. Tip chin up and look up toward ceiling as you slowly circle the head around until the chin is looking over the other shoulder. Repeat slowly 8 times.

To normalize the bust contour, try this exercise. Stand erect, arms straight in front of body, palms together, shoulder level, forcefully separate the arms, swinging them out at sides and back around. Swing 10 counts, later 20. Soon you will be able to swing them clear around until they touch in back. Another: Stand erect, arms down at sides, swing alternate arms backward in wide circles as you would in swimming the back stroke, slowly

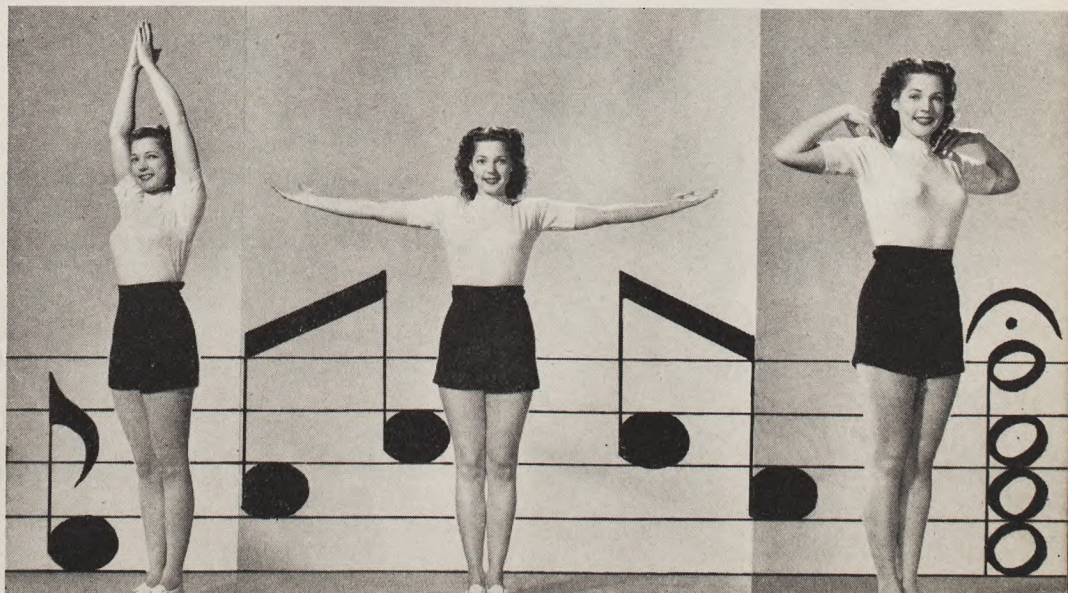
and rhythmically circling shoulders as well as arms. Swing 20 times, later work up to 50.

For nice limbs, ride a bicycle. If you have no bicycle and want to have slimmer legs, do this. Sit on floor with legs extended in front of the body, knees straight, feet slightly apart, finger tips firmly grasping the toes of both feet. Forcibly pull the toes of feet toward the insteps, keeping knees flat on the floor. Pull the toes in hard and hold a moment. Relax. Then pull in again and relax. Do this slowly. Three times is enough to start, later increase to 6 and finally 12. If you want to try another one, get a rope and swing the rope forward overhead and skip twice on ball of one foot as rope slides under, then twice on ball of other foot.

There are more exercises which we do not have room to put on these pages. Perhaps you are a regular "bender" and have your own favorites. But for those who haven't, why not try these, ladies?

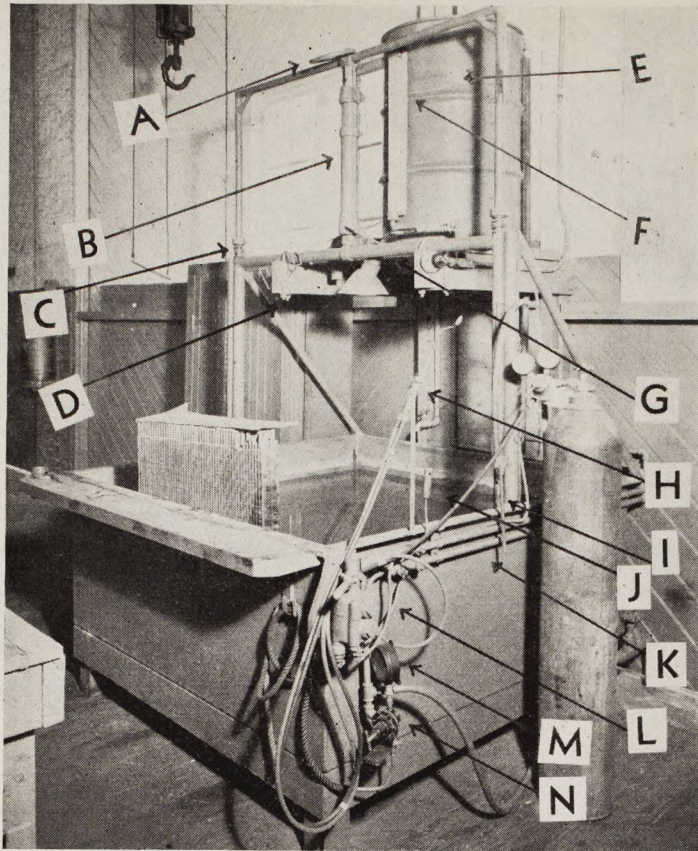
**ARM AND SHOULDER CONTOUR**—Anne Gwynne of Universal includes a brief but effective group of toning up exercises which are excellent for the improvement of arm and shoulders. Standing erect, with hands at her side, she then lifts arms high above her head, palms together. Then she flings her arms down to shoulder height, palms up—follows by placing her fingertips on shoulders—relaxes, with arms at sides again. Then repeats, about twelve times.

JANUARY - FEBRUARY



# GADGETEERS

## Percy Bosanko Shop Genius Extraordinary



Percy Bosanko  
and  
His Headache  
Rack Built  
entirely  
from  
Scrap  
Material



The above radiator repair rack is a new addition to the Shops and was built from the ground up by genius "extraordinaire" Percy Bosanko. No drawings were made. Percy simply figured what he needed and went out and hunted for each part. For instance, Figure A—a ring made from a steel bar. Figure B—a hydraulic unit from a landing gear of a wrecked P-38. This acts as a hoist in lifting the radiator rack. Figures C and

D—springs, tubing and joists from the scrap pile. Figure E—an oil drum which is now used as a water tank for radiator tests. Figure F—a piece of lucite set in front of a piece of stainless steel which makes the water gauge. Figure G—all valves came off old equipment and from scrap pile. Figures H and I—welding torches have been reconverted to be used as gas burners. Figure J—pilot light was made from scrap material and gaso-

line tubing. Figure K—air line pipe from a streetcar. Figure L—valve from a street car air valve, tubing from a coach. Figure M—air gauge from an old street car. Figure N—air cutout from a coach.

We salute Mr. Bosanko for his achievements. Not only has he simplified radiator repair, but he has aided the war effort by not using one piece of essential material.



## Gadget Genius of Vineyard

Murl Ruhl is the mechanical genius at Vineyard working under Mr. Henry Fosberg. Mr. Ruhl has built many man-saving devices using scrap material, unless new material is absolutely necessary. Murl's best known invention is the bracket for transfer boxes on motor coach equipment. No bus operator would want to work a line without one.

A few of the many time-saving devices used in the Motor Coach garages, and constructed by this little fellow with a knack for making things easier, are these: a differential pet jack, oil filter, color core, cleaning machine, motor lifters for Diesel, Yellow coach, and Twin coach, head

lifters for Diesel, generator transfer brackets for Diesel, transmission transfer brackets for Yellow coach, ledger turntable for the Pacific Electric, counting machine bracket and fittings for new wash rack, light adjusting screen for all types of coaches, roll away ladder for stock room and air raid signal whistles.

Mr. Ruhl tells us that he is now dreaming up a method to do away with battery cables on coaches. We believe he can do it. In fact, if he were to tell us that he can take the motor out and still make the thing run, we wouldn't doubt his veracity. We do know that he eliminated hundreds of feet of hard-to-get gasoline tubing on motor coach equipment.



# BOOK WORM'S EYE VIEW

By JANET E. PRESTON, Assistant Librarian

Yesterday Lary Bookworm came into the library, wiggling excitedly. "What's happened to you," I asked, "Did you eat a book of vitamins?"

"Well," he said, gasping for breath, "I just saw some of the copies of the Armed Services Edition of books that were given recently to the Los Angeles Public Library."

"You did!" I exclaimed jealously. "What do they look like?"

Lary went right on talking, just as if he hadn't heard me. "The publishers have put out just 30 titles now, a few of which are condensed. They are printed on a magazine press, so there are 2 columns to a page. The shorter ones are 5½"x3-7/8", and the longer ones measure 6½"x4½", so both sizes are really pocket-sized books.

"Are they heavy?" I asked.

"Light as a feather," Lary answered. "They can get a set of them, plus a few issues of overseas magazines, in a 4-pound parachute package, and in the quantities that they are printed, it only costs 9½¢ for the thick ones and 4¢ for the thinner ones."

"Are they mostly fiction?"

"Oh, no. They are about half fiction and half non-fiction, and they have been carefully chosen so that almost any type of reader can find one or two to his liking. The Los Angeles Public Library hopes to have them on exhibit soon."

## Circulating Library— And How! . . .

"I certainly will go and see them. Say, Lary, did you know that there is a traveling public library streetcar in Edmonton?" I asked.

"Sort of a Super Circulating Library?" Lary questioned.

"Yes. I was reading about it in the PASSENGER TRANSPORT. They run it to a new location each week at a point where they won't have to lay any extra track, and where they will be able to serve a population of about 2,000 people."

## Eskimo Special . . .

"Well, isn't that something! Say, I was digesting an article, a few days ago, about the world's farthest north 'through bus' service."

"I'll bet that is Alaska," I said.

"You're right. It's composed of buses that the U. S. Army chartered

to go from Dawson Creek, British Columbia, to Fairbanks, on the new Alaskan Highway, a distance of about 1,630 miles."

"Speaking of buses, San Antonio sprays their buses with a germicidal pine oil every night."

"That would take care of these roving cold germs, but here we don't have to worry. Our buses are too crowded for germs to get on," Lary giggled as he blew his nose vigorously. "By the way, did you know that the Capital Transit just had a birthday?"

"Oh, we should have baked a cake! They were ten years old in December, weren't they?"

"That's right," Lary mumbled from behind a book cover.

## War Worker Transportation . . .

"What ever are you into now?" I asked.

"One of these new Postal Zone Guides," he said faintly.

"Why don't you try eating up books on War Worker Transportation, Lary? Have you seen this new one that just came? It's a report made by Mr. T. M. Matson to the Institute of Traffic Engineers."

"Let me at it!" the worm exclaimed, turning.

"And also try these four booklets put out by the National Association of Manufacturers. The whole set is called War Plant Employee Transportation, and the four that have arrived so far are called: The Problem, Group Riding, Automobile Maintenance, and Public Transit. They seem to take up all phases of the subject."

## Post War Planning . . .

I had just about forgotten that Lary was in the Library when he popped out of the Post War Economic Policy Planning, a report of Hon. Joseph C. O'Mahoney, United States Senator from Wyoming, to murmur, "Say, this is good. I haven't bitten into such a thoroughly comprehensive analysis of this subject before."

"It does seem to touch on many sides of the problem. Here's a book that you will find useful for reference," I said, as I showed Lary what I had been looking through.

"Dictionary of Occupational Titles,

Volume I, Definitions of Titles, by the U. S. Employment Service," he read. "Why didn't someone think of making one of those a long time ago?"

"Have you seen this new bulletin put out by the Office of Defense Transportation on Transportation Training?"

"That's the one that goes into all the different kinds of transportation training and deals with each one separately, isn't it?" he questioned.

"That's right," I answered, as Lary started to look at the mail.

"What's this? The 1944 edition of Lasser's Your Income Tax! Why would anyone use that?"

"Have you tried figuring out an income tax?" I retorted.

"No, but it sounds easy," Lary Bookworm answered.

"Easy! Listen to this:"

Enter all payments made on account of the estimated tax shown on your Declaration of Estimated Income and Victory Tax for the taxable year 1943. If husband and wife filed a joint declaration of estimated Income and Victory Tax, but file separate returns for the taxable year 1943, the estimated tax paid may be treated as the estimated tax of either the husband or the wife, or may be divided between them.

"Oh!" Lary groaned. "Give me that book, quick. I'd better start working on mine right now!"

"My wife used to put up a skimpy lunch, too, till I bought a transparent lunch pail."



# VALENTINES

In the season when hearts are trumps, these workers are trumps in any man's language.



## An Ode to Baker . . .

"I have composed a few verses for your outstanding Operator No. 2999 (H. C. Baker). I hope he gets as much pleasure out of reading them as I did composing them. It is my purpose to commend him for his nice manner in handling passengers and for the good work he is doing in the discharge of his everyday duties, both for his Company and the traveling public.

### OPERATOR NO. 2999

"If you are in a hurry and want to get home on time,  
Just get on a No. 3 car with Operator 2999.  
And just show your pass, or 7 cents is the price;  
Now please remember that he is always kind and nice.

"He is always just as pleasant as anyone can be,  
To all of the passengers just the same as you and me.  
With a pleasant howdy-do and always a smile  
Is something sure worth giving a fair trial.

"To the street car company he is a big asset,  
For men like him right now are scarce and hard to get.

J. W. Riordan,  
545 South Union Avenue,

## Susie is a Smoothy . . .

"I had the good fortune this afternoon to ride on a "7" car operated by motorlady No. 1262 (Susie McNally), who has proved to me that your streetcars can be operated smoothly, believe it or not. I was surprised at how easily she handled the car as she stopped and started. Most of the men have a habit of stopping and starting with a jerk—taking out on the passengers the quarrel they lost or didn't finish with the wife. Regardless of whether passengers are sitting or standing, they are pitched forward and backward, which is very wearing. This has not occurred only since the manpower shortage but for years before when experienced men were operating the cars.

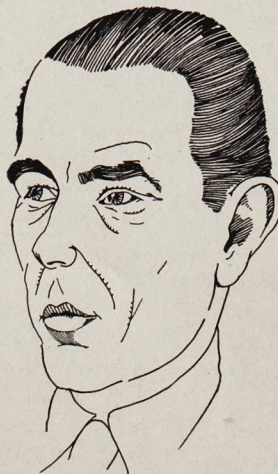


"I complimented the motorlady and told her that I intended to write the Company, but no doubt she thought I was just another person with good intentions which would be forgotten as soon as I left the car. Please let her know that I acted."

Mrs. G. Snodgrass,  
1141 East 58th Drive,

## Gracious Gravlee . . .

"I had an experience the other night when I boarded a Western Avenue bus operated by No. 579 (C. A. Gravlee). I handed my transfer, which I believed was the one given me on the J car, to this operator, who should be complimented on his personality and patience. By error, however, I gave him a transfer which I had kept in my possession for a week. The manner in which he called me back and the way he handled the situation without the least bit of embarrassment to me was indeed a pleasure."



## Valentines For These, Too,

### Division One

- L. E. Adkins—honest.
- B. W. Cliff—good natured.
- J. C. Crowley — rewarded for lost article.
- W. F. Curry—thoughtful.
- W. J. Green—calls streets.
- C. V. McKinney — waited for passengers.
- C. E. Rogers—patient.
- S. J. Singer—courteous.
- V. A. Wetmore—can handle crowds.

### Division Three

- S. M. Alexander—very courteous.
- S. A. Auger—good natured.
- I. Gasparro—fine.
- S. G. Steffenson—controls temper.

### Division Four

- H. C. Baker (3)—inspiration to all.
- N. G. Blea—efficient.
- F. G. McMullen—helpful.
- R. T. Melton (2)—nice voice.
- H. T. Parks—always the same.
- M. C. Sonner—kind.
- G. T. Zenaire—courteous.

### Division Five

- G. H. Drinkwater—handles crowds.
- O. A. Gilmore—gentleman.
- Bessie Hart—personal interest.
- Vernell Horton—very efficient.
- L. C. Onken—wonderful personality.
- C. W. Melcher—calls streets.
- Patricia Meinhardt—enforces "no smoking."

♥ ♥ ♥ ♥ ♥ ♥

L. R. Onken (3)—wonderful personality.

Billie Pinkard—careful.

J. A. Wear—courteous.

#### Diesel Pilots

W. A. Bacon—favor for patron.

F. F. Brubaker—kind.

D. T. Dodds—tactful.

C. R. Earley—considerate.

F. E. Epp—fine treatment.

G. S. Mason—unfailing patience.

D. Maynard—careful.

Mabel Paulsen—poise and courteous.

D. L. Peck—answers questions cheerfully.

J. I. Peters—pleasant and jolly.

M. R. Petter—sterling qualities.

A. M. Roberts—Pleasant and efficient.

M. G. Skalicky—alert.

R. J. Sullivan—fine disposition.

Bernita E. Walker—efficient

H. A. Walters—pleasant and genteel.

A. J. Wier—assumes responsibility.

C. E. Zane—Courteous and Satisfactory.



Keep the permanent wave in Old Glory. Buy Bonds.—Shamus O'Slatery.



### Katherine Brawner Most Charming . . .

"I just couldn't help writing to you and letting you know about my ride on the "5" car last Sunday night. I only rode a short distance — from Sunset to Seventh—and in that short distance I noticed the sweetest, most charming and most serviceable person I have ever seen on the local railway—PEACE or WARTIME. It is most unusual to see such a person nowadays.

"I don't know her name, but I remember her number very distinctly.

"More power to 'Miss 3318' and keep up the good work."

Chas. Holquin,  
3304 E. 6th St.



### Time Out for Lunch . . .

"This morning at 8:20 I was transferring from the Manchester to the Hollydale bus at the South Gate loop. I got on the Hollydale bus, placed my lunch box in a seat, and as I thought there was sufficient time, I got off and went into the drug store to buy a cigar.

"Before I got out of the store the bus had left and with it my lunch box. Your director of traffic (Supervisor C. V. Coleman) was at the station, so I asked him how I should go about recovering my lunch box. After checking schedules, he took me in his personal car and ran down the bus at Otis and Firestone, where I recovered my lunch box. This was also the destination of my trip."

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# COMIC (?) VALENTINES

## Rear Admiral . . .

"Your little 'Rear Admiral' who was operating your battleship (if you don't think they are battleships, get out and ride on them) must have smoked too long at the end of the line and came to Fifth and Spring Streets late last Sunday evening. Being caught by a red light he refused to open the door for about a dozen people. He was not going to the car house and he had time to load them. He saw us for we knocked on the window in front of his face, and he appeared to be very mad at something. Maybe his dinner hadn't agreed with him, or maybe he was sick from smoking."

## Sour Stomach . . .

"I wish to report a terrific incident which occurred on one of your cars. A foreign woman who couldn't understand English very well asked the operator if he had come to Vermont.

Without looking at her he grudgingly replied, 'Yes, do you want me to write a personal letter about it being Vermont?'

"There was no need for him to take that tone nor to reply in that manner. If he had a sour stomach all that he needed to do was nod. Even a foreigner can understand an affirmative nod."



## Potent . . .

"Sometimes our complaints come in short sentences, but they still carry the disgust of a disappointed passenger."

Here's a sample: "At 11:50 A.M., 7th and Broadway, driver calls supervisor and cop to put me off. Transfer punched 11:30. Claimed I had overstayed 20 min. I had not overstayed. Did not know difference until got home. Here is transfer. Both are

making money for you. Quite an exhibition while it lasted. Held up traffic at noon hour."

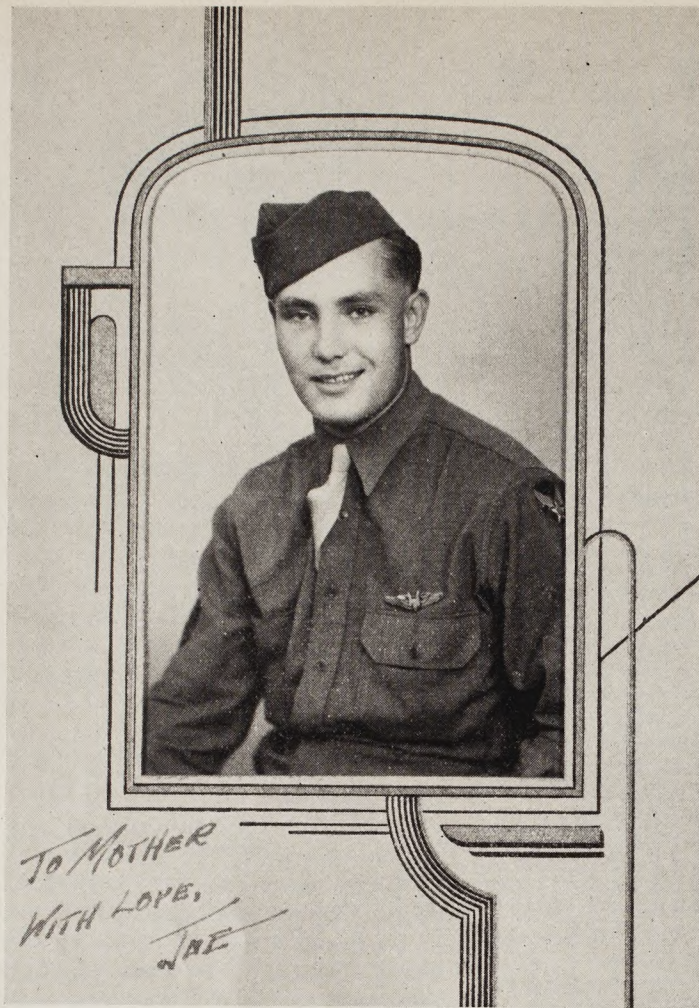
## Not a Good Ambassador . . .

"I was waiting at Seventh and Vermont for a car into town. When "R" car came by it took on most of those waiting who were mostly women. I stood back to give precedence to them.

"Without warning and with his car far from filled, the motorman slammed the door shut, leaving one lady and myself standing outside. We tried to attract his attention by rapping on the glass of the door, but he just gave us a sour look and drove off.

"This would not seem to me to be good policy. Cars are not too numerous these days so that this resulted in loss of time. Then, a driver would do it just the same I suppose if it were raining. I submit he is not a good ambassador for you in your relations with the public."

# ★ PRISONER OF WAR ★



It is very unlikely that Mr. and Mrs. Joseph S. Potts (L. A. Motor Coach) will ever experience a more exciting day than November 14, 1943. It was a day of rejoicing that their son, Tech. Sgt. Joseph N. Potts Jr., 23, who had been reported as missing in the raid on Schweinfurt last October, in which 60 Flying Fortresses were lost, had landed safely and was taken prisoner by the Germans. The same day Joseph's brother Willis returned home for a leave, and his sister, Floy, was married. Joe Potts, Jr., was chief radioman on the leader plane of the formation. His mother cherishes some letters written just before the big raid in which Joe says: "Have gotten quite a few letters from you. I have been moved around so often since I have been in this country that it takes my mail even longer than usual to catch up with me. However, I think my present address may be permanent. I had a very busy day recently. I am sure you have read of it in the papers. Hope they all won't be so rough. There's a lot I wish I could add but I know they won't allow me to. You always used to bawl me out for not having enough religion. I think I did enough praying the other day to make up for all those times I haven't been to church. Please write. Love, Joe."

## THE LAST TERMINAL

**Lenard P. Larsen**, died December 19. He was born in Utah on February 19, 1898, and came to Division 5 in 1928 to work as a Conductor, the position he held until his death.

Services were held December 24 at Utter-McKinley's Mortuary for **Hartley S. Nutter**, Watchman in the Transportation Department, who passed away December 20.

The Way and Structures Department mourn the loss of **Apolinar Castro**, former oiler, who died December 31. Mr. Castro was born in Mexico on July 16, 1884. In 1925 he was employed by the Way and Structures Department as an oiler.

**Raymond R. Casteel**, former electrician in the Electrical Construction Department, died January 1. Ray was a native of this city, being born here September 24, 1900. He had been with us over nineteen years beginning as a wireman in the Mechanical Department in 1924, then in 1932 transferred to an electrical repairer at the South Park Shops, and was made an electrician in the Electrical Construction Department in 1942.

**William M. Bragg** died January 9. He was a spray gun operator at the South Park Shops. In 1898 he was born in Nebraska and entered the service of the Company in 1938 as a car cleaner at Division 4, transferred to car repairer in 1939 at South Park.

Former carpenter **Charles G. Furrer** of Division 4 died January 11. His native state was Pennsylvania where he was born in 1886. He came to the Company in 1921 as a car repairer and transferred to a carpenter at Division 4 in 1935.

**Taylor C. Chase**, who was a conductor at Division 5, passed away on January 20. He was born in Dunlap, Iowa, on September 23, 1880, and came to the Company in 1904 as a conductor at Division 2. In 1932 he was transferred to Division 5.

Two employes suffered the loss of their wives. **Mrs. Ivan A. Wardrobe**, whose husband is on the Special Roll, passed away January 9, and **Mrs. W. T. Smith**, wife of Lineman Smith, died January 14.

The company sympathizes with the bereaved families in their loss.

**Arthur Orton**, former Field Representative for the Personnel Department, who went about visiting the sick, died January 3 after a record of service of thirty-three years with the Company. His many friends miss this little fellow who went about his work in a quiet and unassuming manner.



Mr. Orton was born July 2, 1875, in England. He later came to Canada and then to Ohio. In 1910 he settled in Los Angeles and came to work for us the same year as a machinist in the Mechanical Department. He was transferred to a track man and later took his former position as a machinist. In 1928 he transferred to the Treasury Department as a welfare worker, and was made a field representative in the Personnel Department in 1930.

## LARY'S PRODUCTION LINE

Maybe it's because it ranks as the largest Division, but **Division 5** holds first place for proud papas. You will find lots of baby talk around the train-room now. **Sandra Susanne** is the Miss in the home of **Mr. and Mrs. Paul Hill** on November 7. **Phil Dee** said "hello" to his mother and daddy, **Mr. and Mrs. Arnold P. Whittle** on December 15. **David Victor** introduced himself to **Mr. and Mrs. Victor E. Munyer** on December 12, and **Foreman** and **Mrs. C. E. Evans** think **Jon Maze** is pretty nice. He came on December 20. **Mr. and Mrs. E. Robertson** were happy to have **Roland Frances** come live with them on December 26. She was a little late for Christmas, but sure was worth waiting for. **Motorman** and **Mrs. G. C. Bemis** are really loyal to the Railway as they named their son "**Lary**," who took his place in the Bemis home on January 2.

**Division 1** boasts of one addition. She is **Janet Marie**, tiny Miss of **Mr. and Mrs. F. W. Happel**, born January 19.

Those in the main building will be glad to hear that **Mary Woods Henry**, formerly of the Auditing Department, became the happy mother of "**Ricky**" **James Henry III** (sounds like a royal family) who entered the world January 11.

To the moms and dads, congratulations!

**GIDDAP!**—This little **Lone Ranger** is **Sheron**, grand daughter of **Fred Yenour**, **First Class Mechanic**, **16th Street Garage**.



**CUPID TAKES A HAND**—**Sgt. George Trammell**, former **Motorman** at **Division 5**, was married to **Helene Perry** on **November 26** at the **Congregational Church**, **54th and Sixth Ave.** The **Trammells** honeymooned at **Yosemite**. **George** works on bombers as a **mechanic** at the **Yuma Army Air Field**.

### THEY SAID "I DO"

**Sgt. George Trammell**, former conductor at **Division 5**, took unto himself a wife who was **Helene Perry**. They were married on **November 26**, during **George's 15-day furlough**. (See picture above.)

**F. Hawley** of **Division 1** said "I take thee, **Miss Bertha Lehto**, to be my wife" on **October 9**.

You boys must have been trying to keep it a secret, but we wish you all the luck and happiness in the world.

### OFF CAME THE OVERALLS

**Fred Domeika**, former carpenter at **South Park**, took off his overalls, and said "So long" to the boys with the invitation for them to come visit him at **6182 Roy Street**. There you will find him taking life easy, because on **December 27** he became a retired man.

**Fred** was with the Company nearly twenty years, being first employed as a cabinet-maker in the **Mechanical Department** on **February 13, 1923**, and was transferred to a carpenter the early part of **1932**, and to a car cleaner at **Division 3** later that year, the depression year, and back to carpenter in **1933**.

Think of us once in awhile, and drop around and see us.

## MUD

By **W. W. Webb**



Folks say that to this earth  
Rain is a life-giving flood;  
But to us poor guys on the wash-rack  
It's just a helluva lot o' mud.

Don't think that I'm a sour puss.  
I'm just trying to explain  
The way that other folks may feel  
When they see the falling rain.

Mud splashed on the windows,  
Mud on the windshield, too;  
Wheels caked till they look like  
doughnuts  
Boy! There's some job for you.

Maybe what they say is true,  
Rain may be the life-giving flood;  
But all it means to the wash-rack crew  
Is just Mud! Mud! Mud!

### ACKNOWLEDGMENTS OF APPRECIATION

*For the kindness and sympathy extended in their sorrow the Company received acknowledgments from **Harriet Larsen and family**; **Mrs. Arthur Orton and family**; **Mrs. Helen A. Casteel and Gwendolyn**; **I. A. Wardrobe**, and **Mr. and Mrs. W. McElwain**; and **Mr. Furrer's daughters, Helen and Josie**.*

Make a War Bond a War Valentine.

**SEAMAN'S SMILE**—**Norman Harlan, 2/c**, smiles for his dad, **Tex Harlan**, operator at **16th Street Coach Division**.





# DIVISION DIRT . . .

## SPARKS FROM THE TROLLEY

By MARY WILLIAMS

Dorothy Anderson of the Auditing Department has left. She has been with the Company for nine years and will certainly be missed.

Anna Westcott has been very ill. We hope that her recovery will be speedy.

Mr. Mott of Meter-Mileage received a letter from Sgt. Hargrove, former Supervisor of the LARy. He is with the Railway Division in North Africa. His letter was written December 5th and states that Christmas packages were coming in filled with all kinds of good things to eat. His description of the meals served in that section literally makes one's mouth water. Although he doesn't want to get in bad with the Chamber of Commerce, he says that the citrus fruits of North Africa compare favorably with those of Southern California.

Cupid has been busy again—this time his dart landed in the Research Dept. Beverly Yates is the girl wearing a solitaire and the lucky fellow is Bill Ward, who is a tool and die maker for an engineering company doing governmental work.

Private Flora Bridges got her wish. She is now stationed at Santa Ana doing work in aviation.

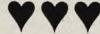
Opal Barber is back on the job again and looks fine. She takes this opportunity to thank all those who were so kind to her while she was in the hospital, and appreciates their thoughtfulness. Ruth and Goldie, with Opal, also wish to thank those who remembered them at Christmas.

The biggest excitement of the month was the advent of four guinea pigs to the Lost and Found Depart-

ment. Poor Mr. Mann, in charge, was in a dither for several days as the slip from the division states there were but two guinea pigs. Maybe it's true what they say about guinea pigs. Mr. Mann also reports that over one hundred umbrellas were returned to the men at the divisions from the last rain, together with eight pints of liquor.

Something new has been added to the second floor. The carpenters have been busy for some time and have enlarged the offices of the Personnel Department with a reception room and everything.

Make a War Bond a War Valentine.



IT'S LOADED, TOO—P.f.c. Leslie Woodworth, formerly of 16th Street Motor Coach, poses with an Army rifle which is ready for business with bayonet attached. Woodworth is with the 29th Bomber Squadron, and is evidently busy somewhere on the fighting lines.



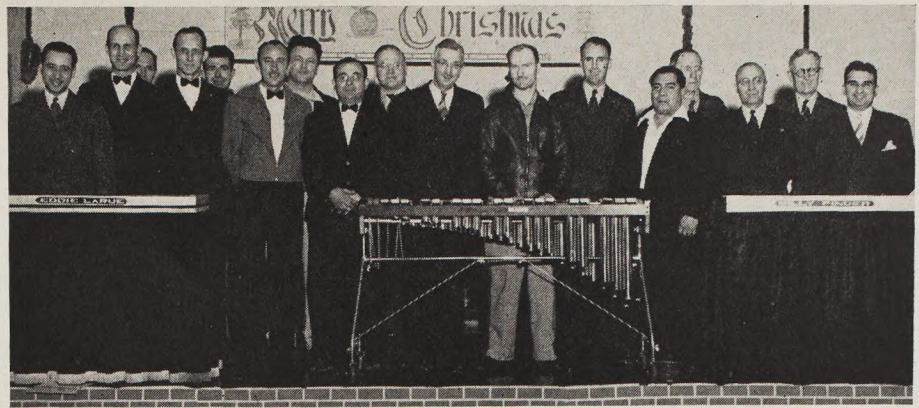
## SOUR GRAPES FROM VINEYARD

By C. P. HUNT

**Editor's Note:** Lin Mayberry, very clever ex-scribe who handled this column recently, has resigned from the service to go back into show business. Vaudeville has its highlights but a bus is a show boat, too. Taking Lin's place is capable C. P. Hunt, prolific editor of the new Motor Coach magazine, GAS FUMES. Getting a copy of GAS FUMES unless you are in the know is like getting a full tank of gas.

Some wisecracs have recently dubbed Vineyard "Graveyard." Whether the name fits or not, we are not incriminating ourselves by saying, but Vineyard is not dead, especially after a shakeup. It's as lively as a three-legged pup at a flea circus. Strangers who wander over to this garage from Virgil go around with a funny look on their faces. They are accustomed to finding their coaches in an illuminated garage, spick and span, and ready to roll. Here at Vineyard, even if it were much better lighted it would still require a 22-mile hike around the forty acres to find your assigned coach. Some of the Diesel pilots have threatened to bring a bicycle to make the early morning trip, while others threaten the mechanics for hiding their coaches. And when you do find a coach, boy oh boy! Either the battery is dead, or once in a while a mechanic is still working on it. Stepping into the coach at Vineyard requires great care, caution, and courage, for that which one steps upon is very seldom the wooden floor of the coach. In fact, one is never sure what it is. Chills run up and down your back as you wonder if you've stumbled over a body or if some vicious animal is waiting for an early breakfast. When your trembling hands find the in-

terior light switch and turn it on (?), you discover the floor littered nearly two feet deep with old papers, boxes, bottles, rags, and nearly everything except the fare box card. You're lucky if you find a fare box. The greatest mystery of Vineyard is how the operator brought the coach in the night before and succeeded in getting out of the d— thing without breaking his neck . . . Vineyard has something of which to be proud, though—besides, of course, a swell bunch of operators. We lay claim to and defy any other Division to contest the fact that our tables in the trainmen's room hold more empty coke bottles than any other table on the system. Operator "Epp" has a peculiar method of cleaning up a table loaded with empties. He just takes one mighty sweep when he wants to figure his turn-in. Quite a number of suggestions have been made as to how to remedy the dead soldier table line-up. The best heard so far is that the garage be rebuilt and the floor of the train-room slanted, with the coke machine built in at the lower end. Then the fellows could lay their coke bottles on the side and let them roll in the general direction of the machine. Of course, they could be placed in the boxes which are handily placed there should anyone think of that . . . Once in a while one is able to read a B. O. card. Here's one we'd like to quote: "Suggest the spark plugs be cleaned as the motor misses badly." That sounds all right but the coach was a 4300 and a Diesel, and for the benefit of the uninitiated, the Diesels do not have spark plugs. The operator was a new man so we won't mention his name, but he was straightened out on the matter . . . The good old days when you could turn on a faucet and out came a plumber are certainly gone. However, if it is plumbing you need done, don't worry about the labor situation—call Cap Hendricks day or night. Special attention given on Sundays. No job too small. Some too big . . . Supervisor Musselwhite



## SHOP SHOW

The monthly show at South Park is made possible in part by the above performers taken at the Christmas Party. They are (from left to right): E. LaRue, H. Miller, R. O. Akerley, B. K. Miller, D. R. Stacy, A. L. Gerrard, G. Smith, J. Ponterelli, D. L. Lockerby, J. T. Watts, Asst. Supt. of Car Equipment., G. V. Cameron, H. E. Jordan, Supt. of Equipment, T. A. Rocha, J. E. Steenrod, Chief Clerk, R. C. Haslam, C. J. Matthews and W. A. Pinder.

didn't know motor cops made so much money. He says he's been paying one of their salaries lately . . . Dan Getchell, the operator who works(?) on the hidden line (Silverlake, to you) really aims to please. The other day a lady passenger, after paying her fare, handed Dan the keys to her apartment (No, No . . . you're wrong). She left Dan with this remark: "In about an hour and one-half, would you mind stopping by my apartment and turning the gas off in the oven. I don't want my roast to burn"!!

## YARD BIRDS

By L. F. SPARKS

One of the yard birds, locally educated and of Mexican extraction, was injured recently in a street accident and was rushed to the Georgia Street Emergency Hospital for examination. The doctor laid him on a table and began feeling him all over. When he came to the sore leg the doctor asked, "Broke?" The yard bird made no reply, so the doctor asked him again, "Broke?", to which our hero replied in an injured tone, "H— no, I'm not broke. I got a hundred dollars in my pocket."

Welder Foreman Mike Finn, though not musically inclined, is producing a post war quartet. Mike is a four-time papa. The latest is a girl named Reva Lita.

We are always happy to hear

from the fellows in the armed services. Former Switch Repairer Sol Burgos is in England showing them how track work is done in Los Angeles. He writes in a letter to Kelly: "I am writing these few lines to answer your letter in which you tell me you are getting along fine, and I hope you will be that way all the time. I am O.K. Well, Kelly, over here we have a lot of fun with the English girls. We go to the show and to dances. But still I can't forget Santa Monica and the good time we used to have. Tell Mr. Flemming to send me my "TWO BELLS" over here to this address, and tell him that some day I will go back over there to my job and see all of them. Over here we are working on the track, too. We are fixing all the tracks — the ones that the enemy bombed. Here, we have to get our money in pounds and shillings because they don't want American money. Today is Sept. 15. I received your letter. It took one month to get here. Well, I think this is all for today. Give my regards to all the gang and Mr. Morgan and Sparks, and you receive the best regarded from your friend."

From way out in the South Pacific we hear from former Road Janitor Ed Jameson who is running a bulldozer, smoothing out former Jap air fields, although he is lonesome for



**PROUD PARENTS** are Mr. and Mrs. Glen L. Musselwhite of Division 5. The Reason—they have just received word that Glen Junior, above, received his wings on January 7 at Moultrie, Georgia.

old No. 124, which he drove from 1930 till the time he joined the Seabees. This is what Ed has to say to Kelly, "I received your card and was glad to hear from you, and I hope this letter finds you in good health. I am feeling fine, but sure wish I was back driving for the Los Angeles Railway again, and I am not the only one, because there is another bus pusher here with me. He worked for L.A.M.Co., but he knows a lot of the men in the LARY and we talk shop every once in a while to keep from getting too homesick. We have a lot of work here, but we have one day a week off and we hunt fish or hunt for sea shells and cateye pearls. Sent some to my wife, Joyce, so if you see her, have her show you them. Most of our fishing is done with dynamite or T. N.T. Some fun, hey? Tell all the gang I said 'hello' and that I still think of them and wishing I was back on 124 again. They were the good old days and I miss them all. There is not much I can say about where I am or anything about what we are doing or anything else for that matter. It would not get through, so I guess I will have to quit and say 'So long'."

Let's write these fellows a letter.

## TROUBLE BUSINESS

(Continued from Page 5)

p.m. that someone removed a sack of money containing \$14 from his equipment box on Broadway somewhere between 8th Street and Sunset Boulevard about 4:02 P.M. No suspects seen. He was instructed to make out a theft report at the nearest police station.

8:50 P.M.—Notified by Dispatcher that conductor on Northbound line V had gotten off his car at Vernon and Avalon to put up the trolley. He took his equipment box with him, set the equipment box down at the corner of the car and put the trolley back on. He then reached down to pick up his equipment box and it was gone. Someone had taken it. Instructed to go to the nearest police station and make out a theft report. No suspects seen.

11:20 P.M.—At 5th and Main. Contacted operator Dryer on O car Train 17. He stated that a group of boys walked past him without paying fares, then began pushing the buzzer and causing a general disturbance. As a police car approached with red light on, they all rushed to the front of the car, paid their fares, and behaved from then on into town.

1:34 A.M.—Dispatcher requested us to take trainman, Fred Eisman, No. 380, from Dr. Burnham's to California Hospital.

1:42 A.M.—Above. Delivered Eisman to California Hospital, room 404.

3:33 A.M.—Notified by the Dispatcher that there was a U. S. mail sack on line "8" Car No. 200, Train 8, leaving Alma terminal now, also that there was a drunk Marine passed out on line "W" car No. 1535, Train 2, leaving Rimpau terminal now. We felt that the U. S. mail was the most important of the two calls so we requested the Dispatcher to give the drunk call to the police as we would not be able to handle both.

4:00 A.M.—At 7th and Main. Contacted line "8" car No. 200, Train 8, Operator K. R. Enders No. 381 in charge. He stated that he observed a sack of mail lying in the middle of the eastbound tracks at the "N" car entrance to the Union Station terminal.

4:34 A.M.—At terminal Annex. Contacted Asst. Supt. of Mails and turned over sack of parcel post mail to him. Receipt attached.

5:00 A.M.—Cruiser off duty.

## SUPERVISOR BUSSE HURT

Supervisor F. H. Busse, after attending to an accident at Temple and Main, stepped into the path of a fast-moving automobile and was taken to the California Hospital for injuries resulting from the accident. Fred was in the hospital about four days when he wanted to come home because he was starving and craved more calories. Sounds like he is on the mend all right, but it will take a little time before he can resume his duties at Ninth and Main. He is very popular with the men—so popular that he has received fan mail from the operators. The following is an example:

"I would like to send an official 'Thank you' to Mr. Busse, Supervisor No. 23, for his cooperation with the trainmen passing 9th and Main.

"I personally have found him courteous to the crews, and with just consideration of the many problems connected with transportation today. It is a pleasure to work with him."

Fred Eisman, Div. 5.

### FOR SALE

**FOR OWL WORK**—Long mohair overcoat. Size 39. \$20.00. O. Short, Division 1. 1940 Dodge. 4 door sedan. Radio, heater, fog lights, spot light and 5 good tires. Clyde Nunn, 16th

**HE KEEPS THEM FLYING**—Aviation Machinist's Mate G. B. Lendry has been in the service two years. Landry was formerly a conductor at Division 5, and his father, G. V. Lendry, is a car repairer at Car House 4.





## SHORT CIRCUITS

By WALTER WHITESIDE

First, we would like to suggest that the persons who dubbed our sub-stations as "power dives" are off the beam. The cleanest, smoothest running, quietest departments in the company are the sub-stations, and the men who run them go about their duties steadily and reliably. Most of them have lawns and flowers, and many of the boys are planting their Victory garden plots at the sides of the stations.

The first month of the new year has passed. We wonder how many of the well-meaning resolutions made December 31 have been already broken. We know people who have already forgotten how to spell resolution.

I had a session of chin music with M. J. Barnett the other day. He looks fine and would like the fellows to drop in on him some day. Barnett has been on the sick list since last May. For the newcomers on the property, he is a scientist and has a laboratory that is well worth your visit. Get him started and he can tell you what makes you tick.

Recently, Curtis Bowles resigned, then decided he liked the good old Railway better, so he returned within 30 days. He speaks of it as his round trip.

Ray Kiddoo underwent an operation and is confined at present to the hospital. He is doing okay and hopes to be back at his desk soon. The cheery voice who answers the telephone during his absence is Harry McTaggart. Harry's usual job is lineman leader.

If you should get down around Eleventh and Broadway don't fail to see the miniature scale model of the U.S.S. South Dakota which was built by Ben Fulton, former foreman of the Line Department. The hull was carved from an old railway tie and all of the fittings were made from scrap material.

We were sorry to hear of the accident to Frank Whittlely who had the misfortune to fall from the top of the line car. Frank suffered severe injuries which will necessitate his being off work for some time.

The sympathy of the department and the company is extended to W. T. Smith on the passing of his wife.

The Electrical Construction Department certainly lost a swell fellow when Ray Casteel passed away. Ray was spending New Year's weekend in the mountains when he suffered a fatal heart attack. Ray formerly worked as an electrician and was very popular with his fellow employees.



**SERGEANT NOW**—The boys from the Motor Transport Corps, L. A. Railway Coach Division, will be glad to hear that Arthur S. Gorman is now a sergeant. Arthur is the boy who stopped by on a furlough to drill Motor Transport rookies.

## ONCE-OVERS FROM ONE

By D. B. KOHL

J. E. Crawford, who has been with the Company for twenty-four years, retired January 1. He is going to live on a little ranch and raise chickens, rabbits, and a Victory garden. It is his aim to get as far away as possible from the clanging and rattle of streetcars.

The Evergreen line, which has been referred to as the "horizontal elevator," certainly has its operators going around and around. The business seems to be contagious as a number of funny incidents have been reported from "them thar hills." The latest report is a story about F. M. Drye who came to work one morning and discovered that he had left his changer at home. So he hurried home after it. While there he sat down in his favorite easy chair to catch his breath, and he fell asleep. When he awakened after his nap he made a run for the streetcar, and when he was about half way down to the Division he realized he had forgotten the changer again, so he went back home. Oh well, these are dizzy days.

Extra Clerk R. A. Roberts is enjoying a week's vacation doing a little fishing in Mexico.

## TO THE BOYS OF THE L. A. RAILWAY

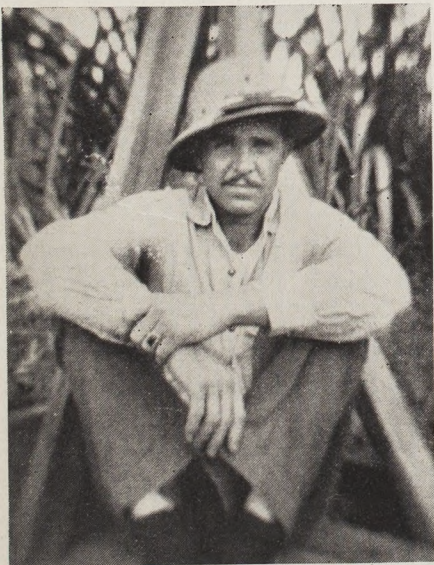
T. E. Stuckey, M. M. 2/C, formerly at 16th Street, was in a poetic frame of mind when he sent the picture left, to Two Bells.

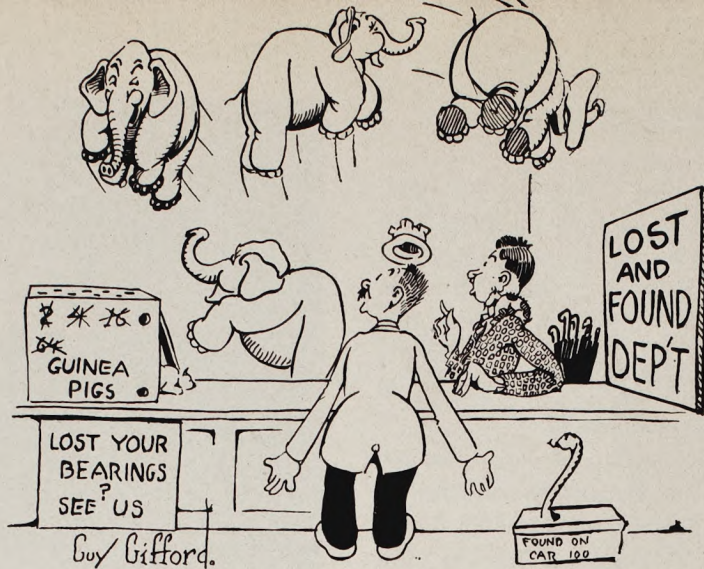
Your work is hard, your hours long,  
But consider yourselves lucky,  
Compared to many other men  
One of whom is Stuckey.

Boy! Would I like to be back on the  
bus

Fussing about fares again.  
But first I've got a job to do.  
It's dealing with Japan.

T. E. Stuckey, M.M. 2/C





"Some \*\*!!!??\$\$&ZZ\* drunk left his pink elephants on the Beverly coach!

## FLUID DRIVE

By R. O. BENNETT

Cupid has aimed his little arrow at Mr. Jack Dittman, Assistant Superintendent, and chose the most appropriate of appropriate days for the wedding. On St. Valentine's Day, Mr. Dittman and Elsie Anne Tippen are to take the nuptial vows in Sacramento. After February 21, you will find the Dittmans at home to their friends at 1224 So. Simmons Avenue, East Los Angeles. We wish them all the happiness in the world.

We have received letters from several of the fellows overseas. R. L. Griffith has written some very interesting notes. "Griff" has been in the South Pacific about four months and tells us it's really tough there and that he would like to be back on Beverly Boulevard, believe it or not. He even promises to run on time when he comes back. (That's what he thinks.) "Griff" has been promoted again and now is Boatswain's Mate, first class.

L. J. Werner, T. E. Stuckey, William Eunson, and Leslie Woodworth have also written. Werner is somewhere near the Equator and says it rains as much there in one month as it does in California in 2 years. (Our Chamber of Commerce will like that). Bill Eunson, who has been going to Radio School somewhere in the South Pacific, has finished his schooling and already been in

a major battle. He now has a star in his campaign ribbon.

Is Mabel Carlson of the office going into the camellia business?

John Welcome, you had better start just bowing at "Nipper" Whitman when you greet him. His handshake is very dangerous, as you know.

We were glad to see John Sedia back with us after being off for several months.

R. H. Smith, who has for years worked a night run, picked a day run last shake-up and I give him about 2 weeks on it. I hear, after one week, he is ready to chuck it for a nice late night run.

A. G. Gribbling, that man on Beverly with the dynamic personality, comes out with one of those funny ones again:

A woman, who spoke broken English, boarded his bus, paid her dime fare and asked for a 10c transfer. After turning it over and looking at both sides and finding no 10c marked it, she asked "Grib": "I vant vun vat sez 10c on de back." "Grib" obligingly took the transfer back and wrote 10c in the corner with his pencil and everyone was happy.

"Tex" Harlan had to finally take a day run on Beverly to get a rest. It seems that "Tex" had such a following of feminine admirers on that night run on Normandie that even Mrs. Harlan was beginning to get curious.

## LOOSE SCREWS

By A. L. DAVIS

The flu germ has been pretty busy at Car House No. 1 . . . Floyd Bond, third shift Assistant Foreman, is away sick at the present writing . . . George Anders built himself a new garage. Where he got priorities, we don't know, but he did get it finished, and it looks so nice that he decided to put something in it. So he got a new paint and chrome job on his Chevy. Now he is looking for gasoline. So what, George. If the Chevy looks nice in the garage, why not keep it there . . . Big news of the month among the Loose Screws was the sensational story regarding Lee Sherrill, second shift Assistant Foreman, who after twelve years of diligent deer hunting finally got a four point buck the last of the season. Lee is still shaking from buck fever . . . Lily Moss slipped from a car step and hurt her side. She is recuperating and hopes to be back soon . . . Anna G. Torrence, after seventeen years of splendid service with the Company, has retired. From all we can find out, Anna intends to relax.

From Car House No. 3, the sick list is the big list . . . F. Parker, Painter, was off several weeks and is now back on the job with a brush in both hands to catch up . . . A Dickenson was taken ill while on the job. He was sent to the Hospital for emergency treatment. Dickenson had a touch of ptomaine . . . T. MacRae was on the sick list for several days, however, this Division has not been hit hard with influenza and cold. Maybe the P-38's flying overhead are scaring the germs away.

The Loose Screws at Car House No. 5 have made no news this month, but things are happening over at Car House No. 4 . . . Joe Campbell has a beautiful shiner around his eye, which he claims was caused from bumping into an old door knob. Quite a high door knob, we don't think! . . . We extend our sincere sympathy to Johnny Johnson, whose mother passed away re-

cently. Johnny has sold his home and moved to his father's place . . . All of the boys at Car House No. 4 mourn the loss of Charley Furrer, who passed away January 11. To his loved ones we offer our condolences . . . W. F. Ellis, Foreman, is one of the biggest stockholders in the Blood Bank. He has made his fifth donation. If some Navy cook starts rebuilding a ship after some big battle, it will no doubt be caused by an Ellis transfusion of plasma. Some of the fellows, who insist they know Ellis better than we, say the Japs should have the transfusions fired at them in bombs. The fellows claim Ellis has T. N. T. in his veins. Could be.

## THE HILLBILLY BOYS

By L. B. MEEK

One of the best "Why motormen get grey" incidents lately was on Line "W" at Seventh and Broadway. A lady, whom we suppose was on her first visit to town, boarded the "W" car and asked the operator if it went to Hawthorne, which it of course didn't, and he told her to take the "5" car. When she started out the door she had entered he told her to use the exit door. She turned around and called to a friend, "Come on, Mamie!" The other lady then boarded and together they both worked and squeezed their way through the crowd while the operator waited patiently, and went out the exit door at the rear.

Agnes Cotronis says a microphone is the funniest looking thing when you look right into it and try to talk. On the "Quiz of Two Cities" radio program a few weeks ago we thought she and her colleagues did very well. They were so good that they beat the San Francisco conductorettes, and that counts a lot. Agnes is a good operator, too.

Our Superintendent, Mr. Bodley, is in receipt of a V-mail letter from Gorman Griffin who informs us that he is now at Bougainville and is one of the Third Marines.

Doug Timmons has been confined in the Naval Hospital at Oakland. We understand that he is about ready for a discharge because of pneumonia. Doug has had several trips around the South Seas, including Australia.

H. A. Redmond has been returned from the Pacific and is now in the Naval Hospital at Yosemite. His condition is not serious. Mrs. Redmond informs us that he expects to be back in the thick of fighting before long.

Roscoe Matthews, who has been in the Naval Hospital up North, is back in circulation. He says arthritis is not funny. E. B. Boone of the Coast Guard knows every barnacle in Los Angeles Harbor by name now. He would like to work a few days on the cars for a change. J. W. Dickson of the Marine Corps was in for a few days and came over to help out some on the cars. H. E. Flanagan, now stationed at San Diego, has been up a couple of times to see how we are. A. T. Heinz was back on land recently, but not for long. We also had a visit from M. A. Triboulet, who is stationed in Heuneme, California, giving G.I. haircuts to the boys. A. G.I. haircut is a haircut with white sidewalls.

## VIRGIL VENOM

By BILL ULRICH

C. P. Hunt has gone over to Vineyard to do the Vineyard dirt. Before going he gave me his pencil, showed me how to sharpen it, and willed to me the job of reporting the news.

Hats Off Department: To Bob Crandall who informs me that he corresponds with nearly thirty servicemen weekly.

Lowell "Slim" Minto is having a spot of tea over in England. That's a break!! Over here we don't even get a spot.

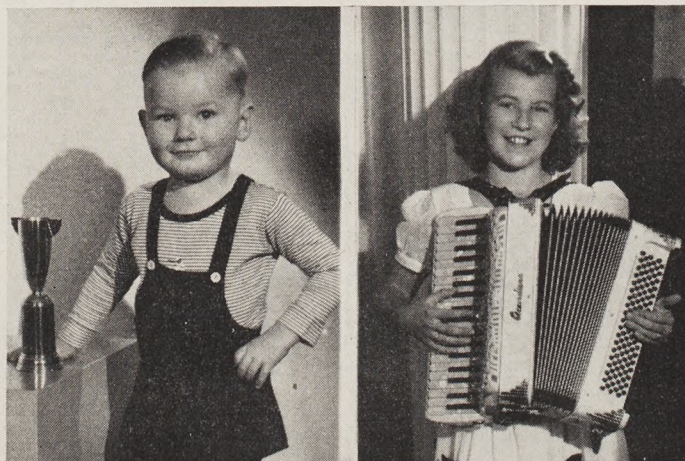
Don Johnson is somewhere out in the South Pacific.

Daredevil Mozley just returned from overseas action with the Marine Corps. Welcome back. Gillie (Okie) Younger is also back on the home front serving in Uncle Sam's Navy.

Our good friend L. E. Johnson found driving too rough, so he jumped on the "gravy train" and ended up in the Mechanical Department. Here's grease in your eye, Johnny.

Well, this is "so long" for this time, fellows, and to make this column more interesting, don't forget to pitch in and help a brother driver. Thanks, loads.

**PRIZE WINNERS**—Alan "Butchie" Setterberg and the cup he won in a recent baby contest. He was crowned king of the Intermediate age group and had a rating of 100 per cent in the health division. Butchie is the 3-year-old son of Mr. and Mrs. A. H. Setterberg, Division 5. Frances, Butchie's sister, has been doing her bit with the Accordion Cadets, playing at army camps, hospitals and benefits. The Accordion Cadets were voted one of the most popular acts to appear at Victory House during a War Bond campaign.



## 16TH STREET EXHAUST

By EMOGENE RIPPERT

Mr. Lindsey recently received greetings for the Christmas holidays from Sergeant Tommy Haw. Tommy is now with the 18th Replacement Detachment Pre-Flight Training Group, A.A.B., Kearns, Utah.

Ann Baker, Clerk, who recently was transferred to the upstairs office, resigned January 15th. She will resume nurses training February 7th.

Margaret Lou Wise, our first woman mechanic, married Robert C. Fisher January 14. From what we understand their romance developed on the third shift, as both are working as mechanic's helpers. Congratulations to both.

Verla Sievert, Clerk, recently had a tonsillotomy, but is back to work now and feeling fine.

Benny Walters paid the garage boys a visit the other day. It seemed good to see Benny again.

George Lowe, former Progress Clerk at the South Park Shops, has been temporarily transferred to the garage office. Welcome!

Richard Morley, now Corporal, formerly on the third shift, is stationed at Santa Maria.

Hugo J. Hinze, with the Seabees, was home for the holidays and paid his respects at the Garage. Hugo is stationed at Camp Peary, Virginia.

Staff Sergeant Howard Froby also dropped in, and while here collected his Christmas present from the Company. The gift was mailed to him last September and followed him from place to place all over the country, finally being returned be-

cause of wrong address.

Eddie Hall, coach cleaner, decided to improve himself by looking up the definition of several words of which he was not too certain. He presumably reached for Webster's dictionary and wondered why he did not find the words. To his surprise, he found out he was looking in the telephone directory.

Charles Hodges decided to call a friend. After dialing the number, no response, so he dialed the second time, the same, no response. He was dialing his own phone number.

Robert Corbett and Edward Lindsey, the former, son of the Coach Division Foreman, the latter, son of Mr. C. B. Lindsey, Superintendent of Automotive Equipment, met in the engine room of the ship "Hunter Liggett," neither knowing fathers' respective positions with the Company or their years of acquaintance. Both boys have served for months with Uncle Sam's forces in the South Pacific.

Oscar Miller suffered a painful injury to his hand while changing a tire recently.

### DEFINITIONS

- Boy—A noise with dirt on it.  
 Jealousy—The friendship one woman has for another.  
 Conscience—An inner voice that warns us that somebody is looking.  
 Saxophone—An ill wind that nobody blows good.  
 Detour—The roughest distance between two points.  
 Telephone Booth—A sort of vertical coffin where sweet dispositions are buried.  
 Middle Aged—A person ten years older than you are.



"WHY DON'T THEY PUT STEPS ON THESE THINGS?"—Little Martin, son of A. A. Butel, Division 4, is experimenting to find ways and means of getting out of the play pen.

### "V" NOTES

By FRED MASON

We were glad to have Gunner's Mate, first class, Harold C. Harding, drop in on us recently. He looked very fit and snappy and is doing a good job with the U.S.N. A.D. at Fall Brook, California. Harold is anxious to return to the streetcars, though he admits that passenger traffic today is much heavier than when he left. He says he has an idea which he would like to put into use to keep people from crowding the entrance of the cars—an idea he picked up in the Navy. It is to mount a machine gun that will point in every direction on the front of the streetcar. These sailors come home with a lot of new ideas.

Motorman Ed Roche received a very nice letter from Chief Boatswain's Mate D. W. Daniels, who is somewhere in the Pacific, helping to keep the Nips back in Nippon where they came from, and just waiting for a chance for them to come out of hiding so they can be sent to the place where they really belong.

• TWO BELLS





**SMART SOLDIER**—Former Night Foreman of the coach cleaners Felix F. Shipley is now stationed at Camp Berkeley, Texas. Army life certainly agrees with him.

Motorman Tom Strobel was having watch trouble. It seems as though his watch would stop just once every day, and then after being set would be o.k. Tom fixed that. He bought another watch and his old watch hasn't stopped since. That's two-timing in any man's league.

The Los Angeles Railway and the Market Street and Municipal Railways of San Francisco had another battle on Stu Wilson's "Quiz of Two Cities" program Friday, January 14. Susie McNally and Virginia Borders from Division 5 and Agnes Cotronis from Division 3 were the smart girls from Los Angeles who topped the San Francisco team by a score of 137 to 110. The girls report that they had a grand evening, having a dinner, a few cocktails, meeting Stu Wilson, having Gracie Fields brush by them and smile during their rehearsal to say nothing of the thrill of going on the air plus the excitement of winning cold hard cash. They would have won the jack pot except for the little "interjection." By the way, do you know what an "interjection" is, and can you name the eight parts of speech?

We are very glad to have Motorman B. E. Hoansler back with us

after having served a hitch in the Army.

We close the column this month with a salute to Frank Brim, who formerly worked out of this division and palled around with George Trammell, recently a groom. Frank Brim went through the Battle of Tarawa. He is a pharmacist's mate and was on one of the waves which took that most impregnable bastion of the Japanese. He tells of the terrific fighting and he speaks with a shudder of the blood which was spilled on Tarawa. As a pharmacist's mate in the South Pacific he asks that all his friends visit the Blood Bank. The greatest gift we can all give to the boys fighting for us is a pint of our own blood.

## SHAVINGS FROM THE SHOPS

By R. S. WALLACE

The little flu germ and all its friends and relatives drifted in on a slight breeze and took a wham at all of us here at the Shops. During the last two months the absentee list could compare in size with the roster of the 5th Army. Your scribe had a round with the flu germs and I'm happy to say your scribe won. At least he thinks he did as the only tired feeling left in the bones is the natural laziness with which he was born . . . Miss Gale Verlatto of Mr. Jordan's office, Mr. H. D. Beebe of Stores, and Roy Blaize of the Carpenter Shop had to be a little different than the rest of us. They weren't satisfied with the flu. Miss Verlatto had an appendectomy, Mr. Beebe is back at his desk after a tonsillectomy, and Roy Blaize had—of all things—a case of housemaid's knee. All are well along the road to recovery . . . We are happy to hear that the last two of the thirty new streamlined street cars arrived at Vernon Yards on January 20. W. Laffey, Stores Department, for years has been trying to bowl a perfect game. But getting a 300 in

bowling is like shooting a deer on Main Street. Bowling experts insist that the usual way of getting a 300 is to bribe the pinboy. Laffey came awfully close in the Victory League, though, when he bowled 245. Not bad, Laffey, only 55 short . . . Ben Bradfield, formerly of the Stores Department, has been transferred to Personnel . . . Ray Casteel is being mourned because of his tragic death during the holiday season while on a trip to the mountains. Ray was an employe in the Electrical Department Shops . . . Clayton Blum, whose father is employed in the General Offices, has been made a Staff Sergeant in the American forces somewhere in England . . .

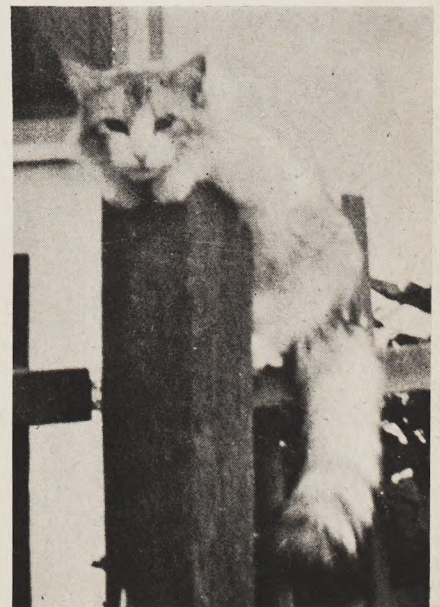
Back the Attack with Your Jack.

## TOOTSIE

Dogs are easily trained, but seldom do we find a cat who is as intelligent as eight year old Tootsie, pictured here waiting for her owner, Hugh A. Burke, Traffic man, to come home from work.

When she sees him coming down the sidewalk she will gallop up, jump into his arms and do a lot of talking in her own particular language. She enjoys her bath daily, jumping in as soon as the water has been turned on. Once, she got into hot water but being a very intelligent cat, coupled with the kitten instincts, she immediately got herself out.

She does many, many other tricks. She answers only to the name Tootsie. Mr. Burke advises us that if he could get a hat to fit, he is sure Tootsie would make a perfect conductorette.



## NOTIFY DISPATCHER

(Continued from Page 3)

by trainmen, supervisors, and inspectors only in cases of emergency when the dispatcher's phone is not handy. This is a direct line to the dispatcher.

When asked what the qualifications for a dispatcher were, C. E. Pelsue replied: "Dispatchers are chosen from the Supervisory staff. In order to become a dispatcher, the supervisor must be able to do five things at once. He must be able to answer four phones, write out his log, listen with his left ear to the fire bells, check in the fireman's directory, and listen to "I Love A Mystery" on the radio with his right ear—and all this without spilling coffee all over the control board." The dispatchers brew a little coffee in the quiet of the evening. However, it is a fact of record that the minute the coffee is ready, calls begin to pour in.

Funny things come in over the lines. We listened one night while an operator called and stated that he would like to have someone come out and fix his center entrance door. The dispatcher asked how long the door had not been working properly. To which the operator replied, "Since early this afternoon, and frankly, it's becoming monotonous!" Then there was the operatorette who called

to report: "My front wheels are up on the sidewalk. My rear wheels are going down Ninth Street. Have I got a split switch?"

The dispatchers ask that all trainmen picture the busy dispatcher's office with hundreds of things happening when they notify them of incidents. First state what it is you wish to talk about. For example: "I have had an accident." "I have a B.O. car." "My relief missed out." Or, "I wish to report trouble." Then answer questions without using adjectives. Answer them as they are asked and the whole report can be taken in 10 seconds. Operators who try to give details or to flower or excuse any incident in their own way, ball up the works. This will give you an idea of what **not** to do:

### WHERE ARE THESE?

If you know the addresses of any of the following service men call "Two Bells" office. We would like to give them their medallions:

Truman M. Baysinger, Elden N. Borst, H. P. Burke, Lawrence D. Canatsey, Raymond P. Cook, Jr., Donald F. Hammill, Victor P. Jensen, T. H. Kerr, Alexandre Lucas, Jr., Wilfred I. Manley, Harold M. McBride, George A. Merritt, David R. Mevis, Allen S. Miller, Jr., G. E. Potter, Arthur B. Thompson and Marvin W. Wood.

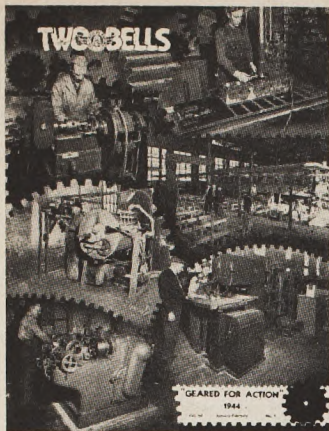
"Hello, dispatcher. A crazy goon in a Chevrolet just socked me in the front end. He was coming like a bat out of no place and I think he's drunk. Anyway, he acts like it. I was going along minding my own business, not going over 10 miles an hour, just about ready to make a stop, when he let me have it . . ."

About this time the exasperated dispatcher has broken in, if he could, to ask: "What do you wish to report?" So, remember—make it brief and answer the questions accurately.

Many trainmen wisecrack about saying goodnight to the dispatcher before they pull their car into the barns. This, as some of you will probably remember, is a rule. But it is more than just a rule. It is an act of courtesy to the guys who have more than just one car on their minds. There have been occasions where the operator failed to notify the dispatcher that he was leaving for home because he feared he might be asked to run an extra trip. This operator barged into a housemoving job or maybe a fire which kept him most of the night. So, wrap up your day's work with a "goodnight" to the dispatcher. He has enough headaches without wondering whatever happened to you and your car.

## OPERATING RESULTS DECEMBER, 1943 vs. DECEMBER, 1942

	1943	1942	1943 Increase+ Decrease— Over 1942
<b>TOTAL RECEIPTS: (Amount received on cars and coaches for Fares. Car Card Advertising, Etc.)</b> .....	1,688,016	1,716,800	— 28,784
<b>Less:</b>			
<b>OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)</b> .....	1,335,191	1,203,620	+131,571
<b>TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)</b> .....	229,853	55,890	+173,963
<b>INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)</b> .....	47,560	66,261	— 18,701
<b>Total Expenses</b> .....	1,612,604	1,325,771	+286,833
<b>Leaves Net Profit or Loss</b> .....	+75,412	+391,029	—315,617



"GEARED FOR ACTION"

The South Park Shops, always up-to-the-minute in accepting new ideas and meeting emergency conditions, have installed new machinery and equipment to speed up the job of repairing cars and coaches without any waste time. Every corner of the shops buzzes with their new activity and new machines are whirring madly.

Upper left: **Ralph Akerley** keeps the new piston grinding machine whirring. Upper right: **Orville Sconce** is doing a bit of reboring on a cylinder. Much work along this line which was formerly sent out can now be done at the shops. Center, left: The new carbonizer for hardening carbon steel. **H. O. Krintz** checks the thermometer which sometimes shows heat up to 2400°. On the floor can be seen some brake pins which have been heat treated and dipped for hardness. Center right: The new P. C. C. pits in the Shops will speed repair work on the streamline cars. These pits are built with modern lines and are constructed within a close proximity to the Electrical Repair Shop and the Carpenter Shop. **Mr. Bud Eaton**, Engineer of Way and Structures, points out a feature to foremen **E. M. Cavanaugh**, (left) and **O. B. Johnson**. The boys at the wheel-borrow are **R. L. Gilliland** and **Jesus Corrales**, and the two men trowling are **Orville Wibe** and **Domingo Sadivar**. In the foreground with the shovel is **Gonzalo Alvarado**. Lower left: **Sherman Kriewald** at the throttle of the thread tapping machine which can thread bolts from 3/8 up to 1 1/2 inches. Lower right: Foreman **H. C. Smith** watches **Paul Jensen** cutting some forms on the "Do All". The "Do All" is a glorified band saw used mainly for cutting forms. It is up-to-the-minute in every respect and even does its own welding when the band saw breaks. **Paul Jensen** has a reputation for building jigs for every new job that arises. **Luigi Catello** is the fellow in the background busy at work.

**H. F. Nelson** of the Square and Compass Club says the Club is having meetings every three months now as some of the members couldn't attend all. You will receive a special bulletin about the next one. We'll be expecting to see members at every meeting with only four a year. The officers for this year are **R. B. Smith**, Pres., **Arleigh Frazier**, Vice Pres., **C. Fischer**, Sec., **H. F. Nelson**, Treas., **A. G. Rex**, Chaplain, **M. E. McCune**, Marshall. Will see you the 11th of next month.

The Vet's Club new scribe is **L. E. Thompson**. Welcome . . . All service men can be members of the club . . . We're counting on you ex-service men to make this year colossal . . . **L. E. Barkley** installed these officers on January, 11, **L. T. Staten**, Commander, **T. L. Hutchings**, 1st Vice Comm., **Myron Taylor**, 2nd Vice Comm., **C. J. Jackson**, Chaplain, **L. E. Thompson**, Adjutant, **Ben Barkley**, Sgt.-at-Arms, and **H. F. Nelson**, Finance Officer . . .

**P. C. McNaughton**, Secretary of **Employes Emeritus**, said the old timers were entertained with a travelogue entitled "A South American Odyssey" presented by **Mr. Louis Woodson Curtis**, head of the Musical Department of the Los Angeles City Schools. The members thought they they were in South America as they

**PLAYMATES** — **Marilyn E.** has big brother **Steven R.** in hand as they pose for the photographer. These are the children of **Radford Hope**, Electrical Repairer, South Park Shops.



Back the Attack with Your Jack.

travelled through the streets of Brazil, Argentina, Columbia, Venezuela and other interesting cities of our southern neighbors. Scenes in old Mexico and Guatemala were added. Our thanks to **Mr. Curtis** . . . You other retired men who have free Thursdays, come and join us in Room 309 of the main building, at 2 o'clock on the second Thursday of each month . . . Bring the ladies with you.

Women's Club reporter, **Mrs. J. T. Watts**, tells us that the Club started off with a bang this year. The members are going to purchase a \$100 War Bond for the Fourth Loan. They contributed to the Infantile Paralysis Fund and mailed a check to the Tail Waggers Club which provides dogs for the blind . . . 42 Railway families were aided at Christmas time when they received checks totaling \$405.00 from the women's welfare fund.

Real treats in store, for on the 17th we will have a patriotic program, with **Mrs. J. F. McCormick** in charge, after the 10c lunch, and on the 24th a Colonial Party and 35c lunch. . . . And don't forget Red Cross every Tuesday 10 to 3 in the clubrooms. Non-members of the club are eligible.

60c PROFIT FROM DIME LUNCHEON

That's what the Women's Club made on their 10c Luncheon on January 20. They served tamale pie, salad, crackers and Cheeseless Cheese Cake. They also serve tea and coffee, for which the Club pays. The owner of the recipes used at the Luncheons sells them to the women at 5c each, and this money is turned over to the Red Cross Auxiliary Fund to further their work.

Here is one of the recipes which **Mrs. C. S. Wise** prepared for the last Luncheon—Try it. It's delicious.

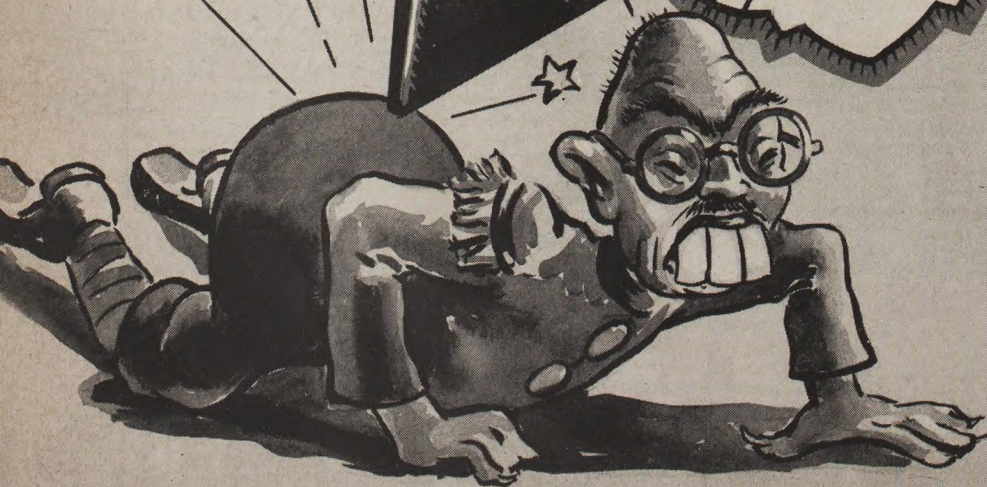
CHEESELESS CHEESE CAKE

Partially freeze one large can cream in freezing unit. Beat until thick and four times in bulk. Beat in one cup sugar. Have ready one package lemon jello, combined with 1 1/2 cup water, partially thickened. Beat until fluffy. Add juice and grated rind of one lemon. Fold into cream mixture. Roll vanilla cookie crumbs. Place half of these in bottom of 6 x 12 pyrex dish; then the mixture, and the other half of crumbs on top. Let stand in refrigerator several hours. Serves 12.

SEND

WE BOUGHT EXTRA WAR BONDS

4<sup>TH</sup>  
WAR LOAN



A  
VALENTINE  
to  
TOJO