



TWO BELLS

VOL. 1 JUNE 7, 1920 No. 1

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

BONUS PLAN WINS

MERIT SYSTEM EXPLAINED IN DETAIL

By George Baker Anderson
MANAGER OF SERVICE

Under the Merit System an effort is made to give each trainman the opportunity to decide for himself as to how he shall be classed as to his usefulness in giving street railway service to the public and to the company.

If a man means business and is intelligent and sincere, he will profit by his mistakes and get his place up close to the head. If he does not mean business, if he doesn't care what people think, if he figures that all he needs to do is just enough to "get by" he never will be much to anybody—including himself.

The man who doesn't care and therefore doesn't try to be anybody never will be anybody, that's a certainty. But the man who does care and who tries to do the thing expected of him the best he knows how, is certain to attract attention.

A man who can't fool himself needn't think he can fool others. If he knows he isn't on the square with himself or with his job, let me tell him right here that he isn't the only man who knows it—not by a long shot.

DESERVING STATE
No, I wasn't getting away from my subject. I have said exactly what I have wanted to say every day since April 9, the date of the establishment of the Merit System. "Merit" means a state of deserving well; worth, excellence, of a high standard.

The Merit System therefore means: A plan for learning how much a man deserves; how high his standard is; what is he worth. As the system is worked out in the Los Angeles Railway Service, it includes keeping a daily record of a man's efforts to deserve recognition and reward. It means, also, keeping a record of the other things I have spoken about—"the don't care" and the "won't try."

Boxes on Cars Are Not For Club Lockers

THE Los Angeles Athletic Club furnishes members with lockers and a lot of other conveniences that are not found on a street car. The Los Angeles Railway aims to make working conditions on the cars as comfortable and convenient as possible for employees.

The little tin boxes placed on cars are for the distribution of A-Z-U-B-D-E or re-routinette folders and any other matter the railway wishes to furnish the public. They are not for use as an S. O. S. for transfer pads or other supplies. Use of the boxes for this purpose may result in an absent-minded passenger taking some of a trainman's supplies and get others out of the habit of taking literature the railway places there.

2140 MEN EARN EXTRA CASH IN MAY

Figures compiled from the Merit System records at the end of May show a healthy condition among trainmen. With a total of 2263 trainmen on the pay roll, 2140 earned the bonuses. Demerits were assessed against 112 men for varied offenses. Thirty varieties of charges are recorded in the Merit System records.

Of the 2140 men who earned the bonus many have scored more than 100 per cent by being awarded credits and keeping clear of demerits. The majority of men show an unmarked card of either credits or demerits which gives them 100 per cent efficiency for a month's clear record.

Platform men should bear in mind that they are privileged to report to their division superintendent any act for which they believe credit should be given, such as taking in an old pass, or any of the items for which credits are allowed. Several men won credits for trying broken trolley wires and reporting dangerous conditions. In a number of instances such credits served to offset demerits and bring the efficiency record back to 100 per cent.

Not accounting for passengers is the principal offense. Missing out on trips and reliefs came second with 20 men demerited, and 14 were scored for overleap. Ten charges of insolence were recorded.

Veteran Motorman Plays Traffic Cop

Motorman S. N. Cupp, who holds car number 1017 and persuades a slow driver car over the Grand avenue route, began work as a motorman but has seen the job and city develop to the point where he is also a traffic officer. Often at the Eleventh street and Grand avenue turn he has to direct auto travel for a few minutes and then pilot his car through. Motorman Cupp has been with the company since March 8, 1901.

WHY HE WAS FIRED

First Trolley Conductor: "Why was Kelly fired?"

Second Trolley Conductor: "His car struck a man at Steenth street, and carried him a block on the fender. After collecting a nickel from him, Kelly, in the excitement, forgot to ring it up—and the man was a spotter.—Southern Public Utilities Monthly.

Ben Franklin said, "Honesty is the best policy," but Ben was all wrong; honesty is not a policy, it is a principle.

"Shorty" Plays Host So Bring Your Own

"Shorty" C. A. Morrison, boss of Division five, was host to superintendents of the other divisions out 84th street way, May 28, when matters of general interest was discussed. "Shorty" invited them to come again and to bring their own cigar next time.

If you don't think little things count consider the "savings" of the wisp. It is 1-32 of an inch long.

"WHISKERS"

HOW many persons in the transportation industry know what "whiskers" means? It means seniority rights, it means years of service with one transportation company, it means importance, maturity, and, of course, "whiskers" brings choice of runs and better jobs.

TWO BELLS has "whiskers" too. The above illustration is a photostatic copy of the first issue of this magazine. TWO BELLS was born June 7, 1920. It began as a weekly to cement labor management relations, as a means of homely gossip, and as an instrument in which company

(Continued on page 10)



SUPER



The panorama above shows the huge lobby of the new ticket and information offices of the Bureau of Public Service which opened June 1 at Eleventh and Broadway.



Miss Eva A. Murray, Secretary to the General Passenger Agent, takes care of the stock, assists with the lost articles and information, and, in collaboration with Mr. Lippiatt, handles tickets, tokens, commutation tickets and school fares.



Photographic study of C. V. Means, General Passenger Agent. Under his direction come all tickets, transfers, sale agencies, special cars, special busses, etc. Needless to say Mr. Means is very familiar with the fare structure of the huge transportation system.

Below: Information desk and adjustment section. Mrs. Leon Wickham, left, handles information while Miss Margaret Phelps is the Adjustment Counselor. It takes a skilled psychologist to care for complaints, refunds and other problems of the public. Besides being naturally adapted to the work Miss Phelps has had transportation experience in various capacities throughout the Company.



SWANK

Ticket, Information, Adjustment and Lost Articles departments move into modern settings.



Elbow room is the keynote of the modern ticket and information offices of the Bureau of Public Service, which opened June 1 at the corner of Eleventh and Broadway.

Not only do the new quarters offer the dignity and beauty which befits an organization of the size and scope of the Los Angeles Railway, but the super-swank offices are a monument to the ingenuity of our own builders, engineers, carpenters, draftsmen, painters, et al.

Completed during a war emergency when material and manpower is scarce, the many problems were overcome by our own workers in our own shops. They used material on hand, some second hand which was re-milled, some from the stock piles. Naturally, the fitting together of various parts was truly a task, especially in the elaborate cabinet work.

The offices were designed to simplify ticket, information, lost articles and adjustment work. For instance, the information desk is placed where people entering would naturally expect it. Behind the counter marked "Lost And Found" is a Dutch door so that the lost articles clerk need only swing open the top half of the door when she wishes an article. Ticket and transfer grills, with all equipment at hand, are placed to handle large groups if necessary. The General Passenger Agent, through the glass door, has a full view of the whole department while the lost articles department is a work of a genius, for special compartments have been built for every type of lost article.

Wilfred H. Lippiatt, Ticket Clerk, is an old timer despite his youthful appearance. Tickets, tokens, commutation tickets, school tickets and outside agencies are part of his many duties.



The Lost and Found Department has come up for air. After being confined to the dungeon-like basement for many years, P. V. Mann finds the light of day very pleasant in the new Lost Articles Department. Attractive Miss Eileen Ahearn adds a bit of feminine charm to the Department.

Lost articles look swankier in the swanky surroundings. Below, a patron can hardly recognize his lunch box as the same one he left on the streetcar.





Two Laryettes learn the how about make-up under the directions of the great make-up artist Wally Westmore of Paramount.



OPERATOR Judy Browne applies the first application of cleansing cream to Jeanette Kvale's face.

MISS BROWNE removes cream with tissue after two applications of cleansing cream.



JEANETTE shows us the correct way to wash face. After using a good mild soap and warm water, working up a lather, use the tips of the fingers in an upward, outward circular motion. Rinse face thoroughly.



FOLLOWING the application of cleansing cream in the morning, use a piece of absorbent cotton soaked in skin freshener and pat it over the face. The freshener should be removed with a soft towel or tissue.

"Office worker or conducto-
ette, you can safeguard
your beauty!"

These are the words of Wally Westmore, director of make-up at Paramount Studios.

"By becoming familiar with the advantages of modern make-up, its proper application and the correct cleansing of the skin, every woman can and should look her very best at all times."

At the famous House of Westmore Salon on Sunset Boulevard, Wally Westmore, assisted by Judy Browne, showed us these beauty-pointers, step by step, using office worker Jeanette Kvale of the In-

dustrial Relations Department and conducto-
ette Agnes Catronis as his models.

The most important factor in the daily care of beauty is the cleansing of the skin. To insure the healthy, glowing appearance of the skin, remove all remnants of make-up thoroughly before you retire at night, or before you are ready to apply fresh make-up.

First, cover your face with two applications of cleansing cream and remove with tissue. Following this, wash your face with warm water, and a good, mild soap. Instead of a washcloth, use the tips of your fingers while

BEHIND THE MAKE UP

soaping your face, being careful not to use the fingernails themselves. Work up a good lather with the fingertips over the entire surface of the face, using at all times a gentle upward, outward, circular motion. Then rinse your face four or five times in clean, cool water.

After you have dried your face with a soft towel, apply the skin freshener with a piece of absorbent cotton and pat it briskly over the face. If your skin is inclined to be oily, the skin freshener should stay on overnight. Skin freshener is advisable for dry skin as well, however, in that case it should be patted off the face and night cream should be applied.

Morning cleansing should be only with cleansing cream, removed with tissue, followed by an application of skin freshener. The freshener is not allowed to remain on the face in the morning,

LIQUID base foundation is applied to Agnes Catronis' face in small dots on each cheek, forehead and chin. Blending of the foundation starts under the eyes and then evenly over the face.



but is removed either with a soft towel or tissue.

"By removing your make-up in this manner," says Mr. Westmore, "you are giving your skin the proper and necessary care and protection. Furthermore, it will keep your skin in good condition against lack of air and sunshine if you're spending most of your time indoors, like Jeanette, or, against the continued exposure to the sun, heat, dust and wind, which, in turn, is conductorette Agnes Catronis' problem."

Demonstrating the correct application of a lasting make-up, Wally Westmore chose Agnes Catronis for his model.

First, according to his instruc-

(Continued on next page)

MISS BROWNE finishes make-up by drawing the outline of mouth with a lip-brush. After starting in the center of upper lip, she finishes application by filling in the body of the lips.



EXCESS powder may be removed with a baby brush, absorbent cotton or the back of a powder puff.

RIGHT—After applying cream rouge and eye shadow directly over foundation base, Miss Browne uses powder generously on Agnes' face. Starting under the eyes the powder is patted into the foundation cream.



Behind the Make Up

tions, Judy Browne applied the liquid base foundation over the surface of the face. She placed one dot on each cheek, forehead and chin, then smoothed it over the entire face, starting under the eyes, with an outward, upward, circular motion of the finger. The secret of this base is, we learned, to use it sparingly, employing only the amount necessary to cover the face with a thin, even film.

"This type of foundation," commented Mr. Westmore, "is beneficiary to the skin because of its contents of lanolin and vegetable oils. It protects the skin, and, because powder clings to it smoothly and evenly, it stays on over a period of six to eight hours. It covers blemishes and tell-tale wrinkles and," he added with a smile, looking at his model who had many of them, "minimizes freckles."

The next step was the blending of the cream rouge over the foundation. The rouge should always appear as a natural color, showing no lines of demarcation.

Eyeshadow is applied before the powdering, starting the first application on the lash line and blending it delicately up and over the fullness of the eyelid.

"Eyeshadow," said the make-up expert, "should never appear obvious."

Now came the powdering of the face. Powder is used only to give the skin a clean, velvety finish. It should be applied generously, starting under the eyes, and patted over the entire surface of the face into the foundation base. Rubbing with a puff serves only to dislodge the even distribution of the foundation. Excess powder is removed with a baby brush, or through the use

of absorbent cotton or the back of a powder puff.

Pencil is used on the brows in short, definite hair strokes, for a natural appearance, in order to lengthen the brows or, if necessary, to emphasize their natural color.

Application of mascara follows the use of eyebrow pencil. Only a minimum of moisture is needed and the brush should follow the growth of the hair outward from the lid. Use water or skin freshener on the mascara itself. Saliva should not be used at any time, as it may easily cause infection.

"Try to treat each lash individually," suggested Mr. Westmore, "to accent the natural sparkle of the eyes."

The last step is the application of lipstick. The best way to achieve a lovely mouth is by using a lipbrush. First, draw the outline of the mouth with the brush, starting in the center of the upper lip. To avoid a blurred edge, Westmore advises the use of one continuous stroke. When you have the desired shape and fullness of the mouth, fill in the body of the lips. To give your mouth a smooth finish, blot the excess lipstick off with tissue.

"Don't let little beads of perspiration disturb you, or permit them to spoil the effect of your beauty," concluded Mr. Westmore. "They usually show above the lips and can easily be blotted out of sight with a piece of tissue."

"Beauty is yours for the asking," is the motto of the House of Westmore. And what more could any girl or woman wish for?

Helen

Editor "Dear Ladies"

NOTED HOME ECONOMIST AS CONTEST JUDGE



Prudence Penny, Home Economics Editor, Los Angeles Examiner, an expert in home canning, will judge your berries and beans for Bonds. You may try for any or all prizes of \$100, \$50 or \$25 Bonds, so if you are a genius you can win \$325. But we'll let Prudence Penny decide.

They say a woman's place is in the kitchen, but you find many men there these days while the lady of the house is attending to her many household tasks, therefore, men employes are eligible in the home canning contest.

Here is more data. . . .

Wives, mothers, sisters, as well as all employes, may enter.

Produce will be judged for general appearance of pack, quality, texture, shape, color and flavor.

A label, like the one published on page 29, must accompany each jar.

Jars may be given to your department judge or brought to the TWO BELLS Office, Room 601, of the railway building at 11th and Broadway, between 9 to 5:30 week days and 9 to 1 on Saturdays.

(Continued on page 29)

"PROP AND HIS POP"



Marcus Lemley, extreme right, now missing in action, receives the Silver Star somewhere in England. Marcus is also to receive the Distinguished Flying Cross.



THE little guy with the big ball is "Prop." That's what his daddy calls him. A prop is the most important part of the plane, and little "Prop" is one of the most important parts in his daddy's heart. He is one of the little tykes whom men like his daddy are fighting to keep free. "Props" real name is Marcus Jerome Lemley, Junior, and Pop Marcus Jerome Lemley, Senior, is missing in action somewhere over Germany.

Marcus Lemley worked at Division Four as an extra clerk. He joined the Air Forces early in the war and became a lieutenant-colonel. He had received the Silver Star award and has been recommended for the Distinguished Flying Cross.

The following letter from Lt. Colonel Moffett to Marcus' wife Agnes and "Prop" speaks for itself:

Monday, May 15, 1944.

By the time you receive this note you will have had official notice that Marc is missing. There is little that I can say, for I was not there and did not see—but I must ask you to join with all of

us in a determined hope that Marc is safe. Marc has always been one of our outstanding, gallant leaders. He has done some of the most outstanding jobs of leadership over here that have ever been done in aerial warfare. He is a cool headed, clear thinking, quick acting leader, and therefore I believe that he is most capable of taking care of himself in any emergency.

The entire 96th Group has felt his loss very keenly—men like Marc are few and far between. I know that you are proud of Marc's record. His squadron has always been outstanding. As Air Executive of the Group, he was

loved and respected by all. We miss him terribly.

Please receive my heartfelt sympathy, but take it also with my confident hope that we will see Marc soon and that he will still be the handsome, fine fellow he has always been. Pass on to his family, for me, my best wishes and my sympathy, and squeeze that little "Prop" for me—I'd love to tell that little fellow about what a great guy his Daddy is.

Devotedly,

Sandy Moffett.

—Well, how about it, fellows? Is an extra Bond or a gift of a gallon of blood too much for us?

WHAT'S WRONG WITH THIS PICTURE?

WAR BOND CHART ENDING MAY 15, 1944

	Percent of Employees	Percent of Payroll
Shops and Garage	41%	2.9%
Electrical	68	6.0
Way and Structures	86	4.8
Division No. 1	52	3.7
Division No. 3	42	3.7
Division No. 4	51	4.5
Division No. 5	33	2.5
Coach Division	35	2.4
LAMC Lines	28	3.0
Building	65	3.6
Total	45	3.4

Compared to the contribution little "Prop" has made, it doesn't look so hot—does it? Let's change it—NOW!

WHEN the track is smooth, the power good and the equipment is in first class condition, we are apt to take these conditions as a matter of course. Behind it all, backing up the street car service, is the engineering department. Engineers, electricians, mechanics and track men give their best work day night to maintain good service.



P. B. Harris

The department is under the direction of chief engineer. In addition to the offices room in the main building, the department is an important center at the main shops, Fifth and South Park avenue. There the repair and renovation of cars is carried on with the carpenter shop, painting rooms devoted to repainting cars.

At the Vernon Yard track and other maintenance is kept. The first of these is in the Vernon Yard tracks to the

comprises 43 acres. The electrical sections and electrical repairs are devoted to the work on point as it brings material. The Los Angeles material necessary was no adjustment.

FROM "TWO BELLS," JUNE 5, 1924
President P. B. Harris, 'way back when he was in charge of the Engineering Department.

"Such is the spirit intended for this little newspaper to be published by and for employes of the Los Angeles Railway. To GO AHEAD is the aim of every man with a spark of ambition, if not for himself, then for his wife and children, or for a wife-to-be. The Los Angeles Railway offers many opportunities to the man who seeks to advance himself.

"Just as two bells signifies cooperation between conductor and motorman, so this paper hopes to establish cooperation between all employes from the newest trainman to the general manager, G. J. Kuhrt. It is well to remember that working together helps you just as much as it helps the other fellow."

TWO BELLS at first resembled a newspaper with headlines running across the front sheet and bulletins pertaining to transportation printed inside. "Husky Safety Car Pushes P. E. Coach To Clear Blockade", "Fare Box Collects Nails And Peanuts",

WHISKERS

(Continued from Page 3)

bulletins could be printed and explained to the men. The first editor was J. G. Jeffery. We salute him. He did a remarkable job and built a monument to weather nearly a quarter of a century. Rain or shine, boom or depression, TWO BELLS has reported the news down through the years.

In explaining the purpose of TWO BELLS and the reason for its continual popularity through the years, let us reprint the first editorial from that first issue:

"To trainmen throughout the country two bells means go ahead. It means cooperation between conductor and motorman, indicating the car is clear so that they may proceed in mutual safety.

PARAGRAPHS FROM OUT

"Puts Cigars In As-U-Ride Box—Patrons Take One", "Loyalty Is Always Awake", "With A Grunt And Heave, Desks Go To New Building", "Rabbit Raiser Makes Sale—Now Cat Is Missing", "New Transfer Shows Need For Head Work". Those were the headlines of twenty-five years ago. The magazine continued as a four page weekly until 1928 when the bulletins were placed on the bulletin boards at the divisions and TWO BELLS was given the job of entertaining the personnel exclusively.

TWO BELLS had cartoonists too. The first one was Rollins who drew a weekly strip entitled "Conductor Ding and Motorman Ding Ding". These two popular characters ding-dinged through the years, week in and week out.

The most consistent writer for TWO BELLS for twenty years has been John C. Collins, present Supervisor of Safety and Instruction. Each week, year in and year out, he wrote directions for safety. Some of his ideas are still good reading. Here are a few Collins' quotes of 1920: "A man



PURCHASING DEPT. BUYS STREET CARS . . . AND SAYS "NO!"

That was the caption under this picture published October 13, 1924. From left to right we have (names in light face are still with us), Ben Schupp, Miss Sophia Schupp, J. T. Rees, D. C. Shaeffer, Miss Christensen, Lewis Panner, Mae Master-son and J. W. Bowen.

AND PICTURES OF THE PAST

who is trusted to handle the cars on our streets is supposed to use common sense and look out for all dangerous places." "Be on the alert to take advantage of changed conditions." "The overconfident man should study coasting." "I consider the streetcar men the greatest organization of life savers in the country, bar none." "We do not injure very many children, but one every hundred years is too many." "The best safety device that can be placed on the car is a careful man", and "Operating a car can be as methodical, as natural as eating."

Mr. Collins' articles began October 11, 1920, when he was appointed as a traveling supervisor of safety. It was his job to be on the cars a great deal to help and assist the men in reducing accidents. He perhaps knows more about safety than any man in the company. How he continued on the same subject for so many years with different ideas is beyond our ken.

Much controversial matter has been written recently regarding the origin of the word "conductor-ette". England has claimed it and so has every other city using women. In Issue 37, Volume 1,

READY TO FLY

Here's the first emergency truck, ready to fly to any trouble on the line. Pilot Dick McDivitt has a firm grasp on the wheel and a foot on the clutch while Pete Schaap has a good hold on the back of the seat. When the old horn on the right-hand side couldn't move the sleepy pedestrians, the drivers of vehicles screamed at them, siren like.

Note the headlight and the cushionless tires.



GARAGE SUPERINTENDENT AND STAFF

Time: June 28, 1928. (Those names in light face type are still with us.)

Left to right: C. Marine, Clerk; M. E. Rosebaum, Clerk; George Borngreb, Foreman; W. J. Dewhirst, Foreman. Seated: J. W. Murray, Clerk; C. Lindsey, Superintendent of Automotive Equipment; W. B. Decker, Clerk. L. R. Drake, Night Foreman, overslept and arrived too late to be included in the group.

1921, TWO BELLS, we find a picture under the heading "Fair", showing a girl dressed in a uniform on which were pinned uniform buttons belonging to P. V. Mann, then of Division 2, now in charge of the Lost Articles Department. The caption reads "Miss Gertrude A. Shoemaker of the auditing department posed as a **conductorette** displaying collection of uniform buttons." And so to TWO BELLS, Volume 1 of 1921, goes the honor of presenting that name first.

Our scribes have stayed at the helm down through the years. Fred Mason of Division 5 and D. B. Kohl of Division 1 started with the early issues of the magazine. J. A. Madigan did his bit in early reporting, too. C. J. Knittle, now

in England with U. S. forces, was a very popular reporter, Scribe for Division 3 was D. J. Hanley, now mailman in main building. Hanley had some cute ways of starting and finishing his column, such as, "So long, let's walk downstairs to the attic", "Shake, I'm an earthquake", and other bits of quips similar to those.

Glancing through the early issues we find many headlines of interest for 1923, the new Seventh



Street track. . . . A new mill building at the South Park Shops. . . . Transfer system was simplified about the month of August. . . . A new building at Division 4 was constructed to house transfer, employment and instruction offices. Big transfer bins extending from the floor to the ceiling and open on both sides gave the bureau better facilities than ever before. . . . The routes of three lines were changed. . . . The brass uniform buttons were discarded in September, which gave a double use for the suit. In other words, the man could work in it and dance in it without feeling too much like an admiral. . . . A new garage on September 23 was ordered to handle 120 buses. . . . A new substation on Melrose was doubled by the installation of additional transformers and a rotary converter. . . . A P.M. coupon was planned for the transfers to simplify the rule of time and was put into use October 5, 1923. . . . One thousand cars operated on Christmas week of that year. . . . Six

wheel double-deck buses were planned for Wilshire.

A new trip sheet was introduced May 26, 1924. . . . Power saving through the use of meters was started June 30, 1924. . . . Coasting became the talk of the day. . . . On December 24 new signs were used on routes A and L.

Issues of 1925 tell us that classes were started for supervisors and instructors, and seventy-five multiple unit cars were changed from two motor to four motor equipment. . . . Four new double-deck buses were ordered and more changes were made on printing of transfers. . . . The L. A. Railway Bowling team put on fancy new shirts. . . . A new model car was introduced, No. 2501. It's still with us. . . . On July 6 came the report of new metal cap badge distributed to the traffic men, similar to the ones which are still worn. . . . One month later, in August, 1925, the supervisors donned a new type of

uniform—a green serge suit and hat, the same as they are wearing today. . . . Later that month an electrically operated farebox was tested. . . . One hundred and fifteen line instructors were appointed. . . . Some new machines were brought into the Shops, and Mr. Daniel Healy invented a speedometer for the streetcars. This speedometer simply hooked on the side of the streetcar to which was attached a wheel of an automobile with the speedometer cable running through the window and the dials in plain view.

From TWO BELLS of 1926 we read: A new tower wagon to be used in emergency work. . . . The Manchester bus line was started in April. Also in that month the new Broadway tunnel was opened to streetcar traffic. . . . In June a better type of paper was used for TWO BELLS and more pictures were incorporated. . . . Editorship was taken over by Janet Converse, Publicity Manager for the Railway. The magazine took on a dignified look and stressed safety in editorials

Christmas parties were really a big thing in the early days. Mr. Means, "Santa Claus" they called him, now General Passenger Agent, always had charge of the parties and TWO BELLS featured the pictures of all those who attended every year.

In April of 1927 the auditors had a picnic. . . . A new rail bridge was incorporated, to be used in case of fires, to allow the streetcars to run over the hose. . . . In September Lindberg came to town and was escorted down Broadway, tying up traffic. . . . In October inspectors were given a new badge.

The biggest news flash of 1928 was the Pinochle Tournament which was a regular annual af-

(Continued on page 20)

BRINGING UP FATHER

(From the October 3, 1921, Two Bells)

Here are two reasons why Supervisor Frank Westcott is interested in the street railway industry. Reason No. 1, standing on his right, is his daughter, Miss Frances Westcott, of the Manager of Transportation Office, and reason No. 2 is another daughter, Miss Anna Westcott, of the Employment Department Office.



LET'S TALK IT OVER

By KEITH VAN ALLYN

Personnel Problems Demand a Down-to-Earth Solution. This Article Tells the Results of Recent On-The-Car and In-The-Barn Surveys Made by the Industrial Relations Department

One of the greatest industrialists, Charles M. Schwab, once said, "Happiness of the worker lies in the doing of the day's work with a zest and good will under the spur of encouragement and rewarded with the satisfaction of achievement. This requires the cooperation of labor itself, not merely of the hand but the heart as well."

A successfully run industry is essentially a cooperative undertaking between the employers and workers. The healthy growth of a business must come principally from within—from the individual growth of executives and workers—supplemented by rendering real service.

Today, every major company has come to recognize the need for good industrial relations. This has become essential, particularly in this last decade, because both management and labor are consistently faced with a never-ending flow of restrictions affecting hours, wages, safety, selective service and other regulations emanating from our state and national capitals.

For some time the management of the Los Angeles Railway Corporation has felt the need to be informed of some of the more intimate problems encountered by the worker. The swiftness of changing conditions during these chaotic times needed interpretation.

A few months ago the management officially approved the installation of an Industrial Relations Department to take over the duties of the Personnel Department, but adding, by far, greater responsibilities in attempting to seek a solution to some of the many problems affecting street

railway personnel.

The initial step taken by the Industrial Relations Department was the task of preparing a formula on job evaluation essential in the appeal to the War Labor Board for an increase in clerical, supervisory and certain other workers' pay. The plan was finally completed and submitted to the Tenth Regional War Labor Board for approval.

However, the above-mentioned step is just one of the many steps taken by the Company in the development of a sound industrial and public relations program. Another of these steps is the program functioning today in which excellent mystery plays are enacted over the radio weekly to elevate in the minds of the public

the true importance of the Trolley Pilot. It is the intention of the Railway to stress the ever-importance of his position in the community.

It is all very well to want to do these fine things in order to bind together the cordial relationship between management, the employes, and the public. But everyone knows it means constant pulling together—the cooperation necessary to meet the problems of this age. To successfully bridge the gap between the employer and the worker, it is necessary that the origin of misunderstandings, grievances, etc., be studied fairly and impartially. Obviously, there are problems to be faced within and between departments, and between departments and management itself. In order to

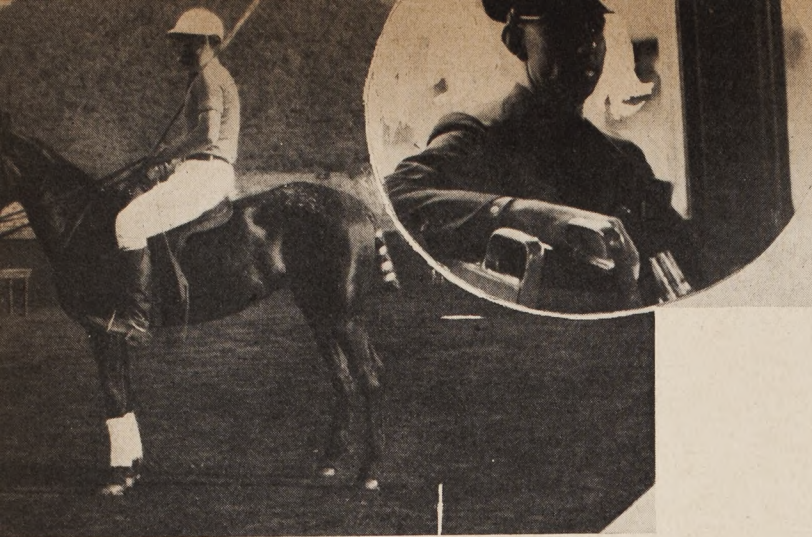
(Continued on page 31)

SIMPLIFIED RUN INDICATOR PUT IN USE AT DIVISION 4

(From March 8, 1926, Two Bells)

Maybe the new contraption for indicating runs is smart enough to get every man on his proper car, but some folks are from Missouri—hence—Clerk E. H. Ellis is showing three trainmen, (left to right): T. S. Roberts, W. Jolley and A. H. Garrett.





Photographic illustration of H. S. Drayer's progress from the back of a polo to the front of a P.C.C. car.

MEET THE PEOPLE WHO DO THINGS

OUR man of the month in the new Meet the People series is Herman S. Drayer of the Schedule Department. Contrary to assertions made by the boys, he is not the reason for hot schedules, even though he did get his basic training as a polo player. That's right. This very popular member of our organization, who has climbed the stairway from conductor to supervisor and to the Schedule Department, was once a hard-riding polo player. From 1927 to 1934 he participated in many big games in the capacities of player, coach, and manager.

Polo is speedy, and thrilling

Polo, though not too familiar to the American public, embodies all the speed, thrills, and action of football, baseball, and basketball, together with the beauty and timing of well-bred, highly trained horses. These animals coordinate their speed and skill with that of the player to form a well balanced unit that's faster than the front of a P. C. C. In fact, Mr. Drayer informs us that the team of operator and streamliner is comparable to the polo unit of player and horse. The sensitive technical devices beneath the car, the spurt of swift starting, the grind of a quick stop, the responsiveness of the P. C. C. to the operator's touch, give exactly the same feeling as the coop-

eration of a spirited polo pony to the player.

Polo players are popular people

At one time Drayer was manager, coach, and a player for the Los Amigos Polo Club. This organization was closely connected with the motion picture industry and he had the good fortune to form friendships with such men as Dick Powell, Mike Curtiz, who recently directed "Watch on the Rhine," Lloyd Bacon, Jack L. Warner, Darryl F. Zanuck, Carley Burr (producer), Walt Disney, and many others. Drayer's duties at Los Amigos required that he arrange polo games, handle accounts, buy, sell, and train horses, besides playing and coaching.

A game where the horse is man's best friend

"Polo," says Drayer, "is a game where a horse is 60% of the playing unit. This is borne out by the fact that a very good player mounted on an inferior horse will play a bad game. Players are rated by the United States Polo Association in relation to their skill. A one goal player is the lowest and a ten goal player is the highest. It is very difficult to attain the skill and proficiency necessary to become a ten goal player and as a result very few ever reach this pinnacle. A few of the better known ten goal

men of the past are: Eric Pedley, Pat Roark, Aiden Roark, Cecil Smith, Rube Williams, and Frank Boseoke.

Think fast or you don't last in polo

"Each player," Drayer continued, "must have at least four horses to finish an eight chukka game. After each chukka the horse is unsaddled, sponged, rubbed, and exercised to permit gradual cooling. This requires the services of one, and sometimes several, grooms. Polo is played on a turf field, 300 yards long. The polo ball is made of bamboo root and is slightly larger than a baseball. Polo mallets, or "sticks" as they are called among players, are made of bamboo or malaca shafts with bamboo root or maple wood heads, and vary in length according to the player and the height of the horse. Contrary to popular opinion, the ball is not struck with the end or nose of the mallet as a croquet, but with the side—thus giving a much larger and more flexible striking surface."

Drayer's polo days are in the past but his experiences have given him the ability to think and act fast—an ability derived from executing difficult polo shots on the back of a speeding horse.

Buy Bonds as if your life depended upon it—as it does!

VITAL STATISTICS

LAZY DAYS CAREERISTS

Off to the easy chair went these seven members.

Frederick M. Newell, Division 3 Motorman, on May 1, after being at Division 3 over twenty-four years. Pay him a visit at 2701 Henrietta Avenue, La Crescenta.

Mavis J. Barnett, Sub Station Operator, on May 12, after spending nearly thirty-four years at the above position. You will find him in his research laboratory at 132 So. Indiana Street.

Earl C. Smith, of South Park, on May 17. Earl has been a Machinist at South Park since 1918. He resides at 320 West 113th Street.

Motorman **John McKeown** of Division 4, also on May 17. McKeown has been piloting the cars over twenty-four years, first at Division 4 in 1919, then at Division 1 early in 1939, and back to Division 4 later that year. He lives at 1735 So. Normandie Avenue.

Geronimo Salazar, Oiler in the Way and Structures Department about thirty and a half years, on June 1. His address is 827 Rosabell Street.

Charles N. Stowe, Motorman at Division 5, on June 4. He has been at Division 5 since 1917, first as conductor. He is taking life easy at 620 West 82nd Street.

Motorman **John D. Brewster** of Division 3 on June 15. First employed at Division 1 in 1919, Brewster came to Division 3 in 1923. He lives out El Monte way at 217 East Elliott Street.

CUPID REPORTS . . .

Wedding bells have been ringing around the divisions again.

Conductorette **Rachel L. Pounders** of Division 5 became **Mrs. Edward C. Wonser** on April 5. Congratulations.

Cupid paid two visits to Division 1 when Switchman **C. M. Beard** was married to **Miss Dorothy Cleland** on May 7, and Operator **D. W. Nycum's** bride was **Mrs. Leona D. White** on May 14.

Sara Tighe, Telephone and Information Operator, became **Mrs. Orval Irwin** on May 9th. Best wishes to bride and groom.

May your married careers prove very, very happy.

JAMES McARDLE

By L. F. Sparks

JAMES McARDLE of the Special Roll passed away May 15. He was born in County Louth, Ireland, November 14, 1871, and came to the company in January of 1903 as a Foreman in the Way and Structures Department. He was promoted to Assistant Supervisor in 1910, and was retired in 1931.

Jim is survived by his wife, Mary, and five children, all but one of whom are wearing uniforms in the U. S. armed forces. They are Mary E. and Alice, and James and Joseph. Aurelia is a Sister in the Catholic church.

Jim was a shrewd man and his greatest wealth was in his fine family. May his shadow never grow less.

RAY EARLEY

RAYMOND EARLEY of the Los Angeles Motor Coach Lines also passed away on May 15, his death resulting from a heart attack. He was born in Fleming, Missouri, on February 11, 1902, and came to the LAMC Lines in 1942 as a coach operator.

Ray is survived by four children, his widow, Mrs. Nelle Earley, his mother, Mrs. Claudia May Wise, two brothers and a half brother.

Our deepest sympathy is also offered to three of our members who lost their wives recently. They are **L. H. Scudder**, **Flagman**, whose wife passed away on May 22, **Frank E. Swab**, **Motorman**, Division 4, who lost his wife on May 27, and **Arthur W. Lawler**, **Motorman** at Division 5, whose wife died May 25.

THE STORK REPORTS . . .

Little girls and little boys have made some LARy parents proud of late.

Operator and **Mrs. V. J. Eulberg** of Division 1 welcomed **Susan Kay** on May 19.

The reason Division 5 noticed **Motorman W. H. Keever's** chest expand several inches on May 11 was because **Sally Sue** presented her lovely self to him and **Mrs. Keever**.

Another new daddy at Division 5 is Extra Clerk **R. E. L. Peterson**. His son, **Gary Louis**, came into the world on May 26.

Mechanic **Martin P. Fraly** of Sixteenth Street was giving out candy and cigars when **Barbara June** became a member of his family on June 5.

A salute to our new future trolley pilots!

Carl Thun and **William Thun** of South Park, son and father, were made a grandfather and great grandfather on May 9 when Carl's daughter **Betty** had a baby girl, **Barbara Ann Preston**. The new daddy is in the Navy, somewhere in the South Seas.

LET YOUR CONSCIENCE BE YOUR GUIDE . . .

A REAL AMERICAN Will Score 90 Per Cent or More. A Good American 80 Per Cent. A Fair American 70 Per Cent.

1. Are you buying Bonds regularly each month direct or on payroll deduction? Either way is good for 10 points.
2. Are you cashing in your Bonds? Ten points for holding.
3. Are you riding on gas honestly obtained? Are you displaying the correct sticker on the windshield? Are you endorsing coupons properly? Score 5 points for honesty, 2½ points for correct sticker, and 2½ points for endorsing coupons.
4. Are you sharing rides, conserving your car, gasoline, and tires or going helter-skelter with reckless abandon? Judge at the rate of 2½ points each.
5. Are you buying excessively or hoarding unrationed foods? Do you refuse to use other than your own family coupons to buy food? Do you pay only ceiling prices? 5 points for the first question, 2½ points each for others.
6. Are you collecting scrap, paper, and rags? Saving fats? Growing a garden? Points on the basis of 2½, 2½, & 5.
7. Have you offered blood to the Red Cross? Ten points.
8. If not absent from job last month take 5 points. Enlisted in a volunteer war service? Another 5 points.
9. Do you repeat rumors that may be harmful to the war effort? Did you vote? Take 5 points for each.
10. Are you war conscious, serious about doing your part? Do you boost morale by writing letters or sending gifts to any person in the service? Ten points if you think you deserve them.

WHAT IS YOUR SCORE? _____

SWEET MUSIC

FROM THE MAIL BAG



H. McClure

QUICK THINKER . . .

"I wish to commend one of your motormen for averting what might have been a very serious accident—perhaps not to the streetcar, but to the driver of an automobile, who was certainly at fault. The motorist drove directly in front of the streetcar while the streetcar was in motion and far into the intersection. It was the extremely quick thinking and action on the part of the motorman which averted an accident.

"The number of your employe's cap was 3208. H. McClure, Div. 3. He had to stop the car so quickly that I believe it blew out a fuse, as I noticed he had to replace something before he was able to proceed."

Grace Brookman
6206 1/2 11th Ave.

FINDS CHILD . . .

Dear Mr. McOmie:

I have been trying to learn your name ever since Sunday, when you found my son.

Today I was successful and have a chance to tell you how grateful I am for your thoughtfulness and consideration.

We were at our wits end when he wandered away from the yard and the search seemed hopeless for we found no trace of him.

I thank God you had presence of mind to stop him before he went out onto Crenshaw Blvd.

It seems very little just to say "Thank you" but that's all I can do—and from the bottom of my heart.

Gratefully,
Mrs. T. M. Hinkle
3751 Edgehill Dr.

COMMENDATIONS

Division One

- L. E. Adkins—kind.
- W. F. Curry—very thoughtful.
- A. W. Dakin—efficient.
- G. W. Duncan—diligent.
- G. W. Hall—courteous.
- L. J. Pawlaczyk—good natured.
- S. J. Sanford—helped blind man.

Division Three

- C. B. Jennings—gracious.
- R. G. Monahan—extraordinary.
- Hazel Smith—pleasant.
- A. L. White—unusually considerate.
- Phillip Huft—waits for stragglers.

Division Four

- H. C. Baker—credit to Railway.
- C. E. Benton—kind and humorous.
- L. E. Buxton—patient.
- A. Caubet—gentleman.
- H. A. Dewey—courteous.
- B. K. Gaedke—tactful.
- H. S. Holcomb—capable.
- H. D. Lloyd—handled difficult situation.

W. V. White—good motorman.

O. L. Wike—model.

Division Five

- O. A. Gilmore—considerate.
- W. D. Jinkins—courteous.
- E. W. McCabe—considerate of elderly.
- Susie McNally—most efficient.
- J. T. Nusko—kind to elderly.
- Violet Robinson—helpful.
- R. F. Strong—unlimited patience.
- June Wilcox—asset to Railway.

16th Street

- C. W. Hill—pleasant.
- J. W. Landreth—excellent.
- O. R. Lane—waited for passenger.
- D. F. Maynard—sterling qualities.
- V. C. Schnapp—very fine.
- H. Van Den Burg—waited.

L.A.M.C. Lines

- C. I. Battelle—waited for passengers.
- A. I. Bell—honest.
- H. J. Hames—courteous.
- C. E. Johnson—quick thinker.
- E. D. Loy—very alert.
- Margaret Montgomery—kind.
- Verna Powell—careful.
- A. M. Roberts—tops.
- C. G. Sampson—assisted elderly lady.
- E. J. Sayre—exceptional.
- W. C. Stange—kind and pleasant.
- Bernita E. Walker—excellent.

PAT ON THE BACK FOR "PAT"

"Between 8:30 and 9:00 P.M., Tuesday, April 25th, I waited at the terminus at Hollywood and Western Avenues—and waited until a bus finally arrived. The driver was a namby-pamby old coot in need of an upper plate, very out of sorts but not too bad. He simply wanted a cup of coffee and said he would leave in 9 minutes. He disappeared, and I went into a drug store to kill time. In nine minutes he opened the doors of the bus and it loaded up—not jammed—there were seats for all. He pushed and prodded at steen levers, but nothing happened. I stood on the curb and watched him lift up the rear compartments of the coach, both sides and the back. He shoved at different gadgets and the lights in the bus went on and off and finally fizzed out entirely. More grumbling and muttering in his tie.

"Meanwhile another bus parked behind him and a girl driver got out and looked into the dark sections of the bus machinery. She suggested that he let her take his passengers, but he no-noed it and began pushing gadgets again.

"The girl, Pat Failoni, began to fidget about meeting her schedule. Finally the harrassed male driver went to the phone tacked in a box on a telephone pole and reported his trouble. Still the passengers sat and sat. After a three or four minute bit of wrangling, he hung up, told the people in

"PAT" FAILONI



the bus to take the one behind him and they moseyed out. A fifteen-minute lapse since the girl had driven up. Passengers seemed to be in a stupor.

"We tore out—down Western Avenue with three times the number of passengers ordinarily allotted to a jam-full bus. At Sunset there were an additional half a hundred, all of whom (it seemed) wanted change for \$10; to know if the bus passed anywhere near Slauson and San Pedro and if not, where they could connect with something that did—ad infinitum.

"To make a long story short—how that girl made change, gave transfers, sorted out pennies, kept her eye on the road, handled the bus, managed a hello and still was firm with the people who would huddle in the front was amazing. At Melrose or thereabout, another mob fought to get on. She had asked half a dozen times for people to move back, but everyone worked on the assumption they were excluded. She eventually shouted: "No one leaves until we all move back. And that's that."

"She sat down and waited. They moved back. We tore out again. I never saw her before and may never again, but for the herds of dubious people who sneer at and heckle women drivers, I suggest they try to change places with her. I, as a thoroughly weary bus-rider and non-driver, nominate cute Failoni for whatever kudos are bestowed upon good employes in your company."

Helen Mansfield
Room 20, Writers Bldg.
Warner Bros.

POLICEMAN PLEASED . . .

A Mr. McGuillen phoned to express a word of commendation for Driver No. 447, Mr. J. T. Lockerman, on the Alvarado bus on Memorial Day



T. T. LOCKERMAN

around noontime. The gentleman rode out to the Forest Lawn Cemetery, and was very impressed by the driver's complete knowledge of his job and city information.

The gentleman giving the commendation stated that he used to be on the City police force and knew some of the difficulties confronting the driver, and wanted him to know that some of the public appreciated his courteous manner, as well as the information which he so readily and correctly gave to his passengers.

GRUMBLER'S HOLIDAY FOR C. GORDON

"I boarded a No. 3 car today at about 2:30 p.m. at 6th and Westmoreland, going east. Almost immediately discussions arose as to passengers paying the correct fare, one after another having a lively argument in his or her own favor. It seemed to be Grumblers' holiday. Through it all, your driver kept his temper, drove his car efficiently, and though firmly in-



sistent as to passengers paying the correct fare, was firm and courteous.

"These are trying days, especially for those who have to deal with John Q. Public who often allows his own problems to affect his relations with other people. I have noted many instances of courtesy and helpfulness on the part of your employes and I especially admired this particular driver today. His number was 2527."

Loie C. Barnum
318 So. Commonwealth

SOUR NOTES

WHY NOT QUIT?

"The other day I was a passenger on a Florence-Soto bus and was seated near the front where I had the misfortune to listen to your conductorette No. She was seated directly back of the driver, talking very loudly to him about her work. Everyone else could hear her conversation with the driver. The driver was a perfect gentleman and he made no comments whatsoever. One of her statements was this, 'You know there aren't many lines I can work on because I can't hold my temper with thes that ride on most lines.'

"Two ladies seated within hearing of the conductorette arose and moved to the back of the bus because of her language. I realize that she was off duty and was on her own time, but as long as she was wearing your uniform she was more or less a representative of your company. The bus driver finally asked, 'If you don't like your public why don't you quit?' At this she gave him more swear words than he had ever heard before. At least I have never heard them and I have been around.

DELIBERATE LIE . . .

"This is to inform you of the behavior of one of your operators. Boarding this car at time and place mentioned, I asked for a weekly \$1.50 pass, and he mentioned the type, which I thought to be the correct one. As I did not recognize it, I showed him last week's, which is a bus and street car type.

"He then refused to give me the correct one, also to return the five dollar bill which I had given him in payment, stating that he would have to lose the cost of the pass because detached from his book and that he would have to see his supervisor at Burlington Street to correct this.

"That statement was a deliberate lie. I rode past that intersection, after which he gave me the correct pass. I then returned to see the supervisor and found out that he had not mentioned the incident.

"He obviously wanted to give himself the satisfaction of wasting my time. It would be of interest to know your position in this matter, and what measures you propose to take."

DIVISION DIRT

ELECTRICAL

By Walter Whiteside

As we were about to write this column, news of the invasion came through, so if things are a little disconnected you will know the reason why.

However, here on the home front we find a few of the fellows spending their vacations far and near.

Dan Hensley purchased a new home and spent his vacation working in the yard doing odd jobs.

Charles Fancher just worked about the house, mostly relaxing.

D. O. Coulam was under the weather for most of his vacation, which was sure a punk way to be.

Ralph Raper made a short trip to San Diego, then spent the balance of his time painting the inside of his house.

E. O. Thurtell made local trips to downtown Los Angeles for his vacation.

M. B. Smith, who usually travels to San Francisco, journeyed to Detroit and Chicago.

M. L. Graham visited friends and viewed the sights in Oakland and San Francisco.

We understand a certain sub-station operator is known as the "What will I do now, operator."

Carl Ingraham, who was hit by an auto the other evening, is getting along as well as can be expected.

H. W. Lawrence was all in a dither the other day reporting his

(Continued on Page 23)



Our three oldest scribes as pictured nearly a quarter of a century ago in TWO BELLS. From left to right, Walter Whiteside—quite a boy, eh? Walter handles the Electrical News. Freddie Mason, center, still dirt sifting at Division 5, and D. B. Kohl, renowned reporter from Division One.

DIVISION FIVE

"V" . . . —NOTES

By Fred Mason

Congratulations are in order for Conductorette Vera Jean Thomas on the occasion of her marriage to Private Vernon Buck Edwards, United States Army. This young married couple spent the longest delayed marriage and shortest honeymoon on record. Buck got one of those thirty-six hour passes and arrived in Los Angeles for the wedding five minutes after the courts closed. The following day was Election Day and of course the courts were closed all day. At noon that day his pass had expired making him A.W.O. L., so from then on the couple had a great time dodging the M.P.'s. Love found the way though, and they made it but after some very narrow squeaks. As soon as the courts opened the following day they were married on May 17th and one hour later Private Vernon Buck Edwards was on his way back to Camp and Mrs. Edwards reported for her run.

The two charming ladies you see behind the counter are Miss Margaret Waddingham on the morning shift and Mrs. Lydia Hester in the afternoon. They are getting accustomed to the work very readily and are helping out swell.

(Continued on Page 25)

ONCE OVERS FROM ONE

By D. B. Kohl

C. J. Wallen, Operator and former Union Steward at this Division, has resigned to accept a position with the Police Department. We wish him lots of luck on his new job. . . . Another Division One ex-employee now with the Police Department paid us a visit last week. It was R. C. Maier, now a motorcycle officer. . . . Here's an example of what the Army does for you. S. L. Jensen, formerly of this Division and now a corporal in the Army, received a two weeks' furlough, so he came and worked for us during that time. He did his job so well that a passenger gave him a dollar tip. . . . R. F. Sexton has left for the East to report to his draft board so we probably won't be seeing him for some time. . . . Our new assistant clerk is Miss Evelyn Lane. Evelyn used to be a conductorette at Division Five. . . . We have also had a change in Inspectors. F. Lockett, who has been at this Division for the past year, has been transferred to Division Four. His place is being taken by Inspector Vickrey. . . . We are sorry to report that Messenger C. L. Farrah has been confined to his home on account of sickness. The checker players won't have much competition until Charlie returns. . . .

We are glad to welcome back Conductor G. E. Robinson who has returned to train service from temporary watchman duty at South Park Shops. . . . We are going to miss Operator E. R. George. He has left for the East for a short visit with his family before joining the Marines. . . . Operator J. W. Bond spent his vacation in Yosemite, the lucky man.

We thought you might be interested in some excerpts from the Division One column in Two Bells written by D. B. Kohl in 1922. Here are a few:

The crew on the Maple Owl offer here some questions that are asked them about every night: Do you turn over at Alvarado? Do you come back? How can I get home? Does this car go to Western? What are your hours? Why do they call this the Owl car? Do you run all week? . . . Dear Sir: On my pull-in trip from Goodyear, at 1:26 A.M., I find a house on the track about every night, and I do hope they will get this city moved around where they want it before the next shape-up. Yours truly, A. Motorman. . . . Stranger, just arrived in town: "Say, conductor, what car do I take to get to Western and Santa Barbara?" Conductor to stranger: "Take the 39th-University car." One hour later the conductor on this car noticed the stranger on the same corner, so he asked him if he had changed his mind about going. "Oh, no," replied the stranger, "But only 26 University cars have gone by. I'm waiting for the 39th, as you told me." . . . C. L. Farrah, clerk in the foreman's office, leaves this week on his vacation. He is planning on going up among the big trees and camping for awhile.

If you must put your dough in a sock, make it a sock to Tojo's jaw . . . BUY BONDS!



REPORTER AT LARGE
Oldest and most prolific scribe for TWO BELLS sends us his picture from somewhere in England. Clarence J. Knittle is dressed for "D" Day business.

YARD BIRDS

By L. F. Sparks

Carpenter Sam Arballo was one of the first to take a vacation. He made a trip to San Francisco and came back through the beautiful San Joaquin Valley. At one of the stop overs, they were holding the annual Rodeo and Sam got to see the show free, besides made five dollars by selling pop. Some managing, when most of us this year will have to stay home and let our minds wander.

Another early bird was Foreman Kelly Holmes. He also took a trip via rail to Frisco and there met a sister whom he had not seen for a number of years. His sister lives in Oregon and was returning from a trip East.

Asst. Foreman Maurice Cass was on his way to Railroad Canyon for a pre-vacation fishing rehearsal when his car, driven by

his son-in-law, failed to make a curve and rolled over a couple of times. Maurice, his son-in-law and a third passenger were all seriously injured, not so badly, but time will put them back on the production line.

Carpenter Al Gettinger is still laid up with a broken leg and a crushed ankle. Al got a rewire job on the bones in his heel and should soon be back on the job.

ADDRESSES WANTED

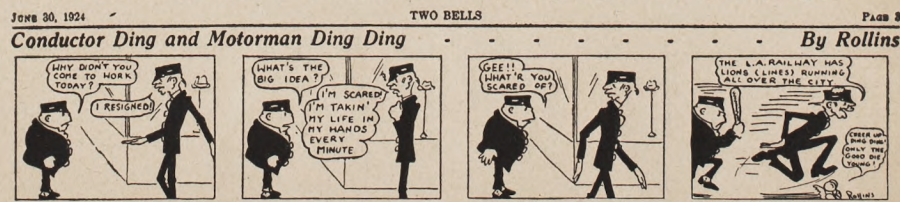
Eighteen good luck pieces are reposing in the TWO BELLS office waiting for their owners to claim them. These medallions, which are awarded to every man and woman entering the service of his and her country, are doing no good on our shelf. They should be out on the fields of battle with the men to whom they belong.

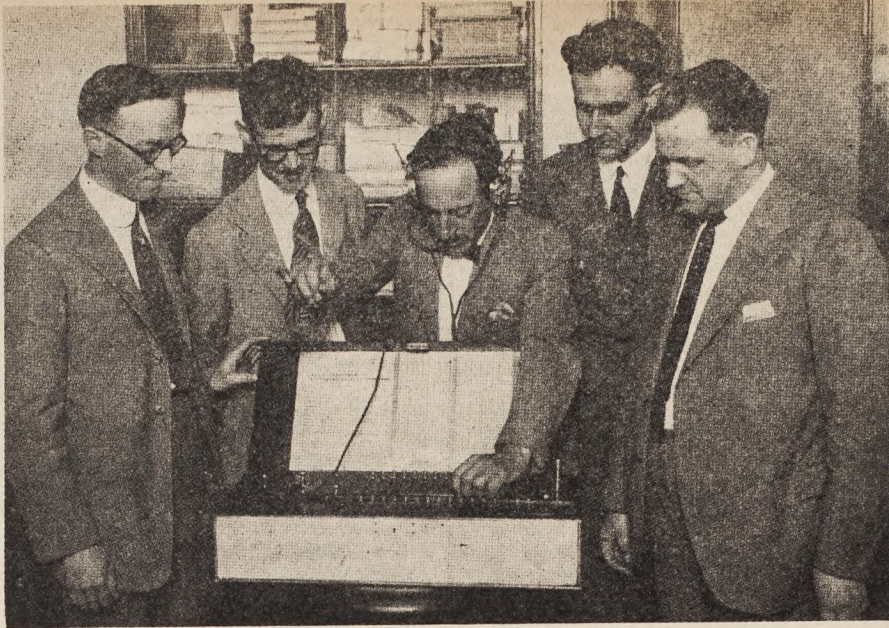
If you know the address of any of the following, please contact this office at once:

- Truman M. Baysinger
- H. P. Burke
- Lawrence D. Canatsey
- Raymond P. Cook, Jr.
- Jess A. Gutierrez
- Donald F. Hammill
- Howard C. Hand
- Victor P. Jensen
- T. H. Kerr
- Alexandre Lucas, Jr.
- Wilfred I. Manley
- George A. Merritt
- David R. Mevis
- Allen S. Miller, Jr.
- G. E. Potter
- Arthur B. Thompson
- Marvin W. Wood
- Donald D. Yates

SOME FUN . . .

TWO BELLS had a cartoonist in those early days. Here's a sample.





STATISTICIANS

(Pictures and Caption from August 3, 1925, TWO BELLS)

Auditing Department men who make up detailed figures of passenger travel, operating costs and overhead track ballast, test the possibilities of a calculating machine. Notice the position of their feet, for it is said that when a brainy man stands on one foot, it is an indication that he needs a corn plaster. From left to right they are: S. J. Nock, F. P. Snyder, A. A. Tavener, H. A. Perryman, and J. J. Sterling. (All but Mr. Tavener are still with us.)

WHISKERS

(Continued from page 11)

fair. . . . In September, TWO BELLS became a monthly magazine, the first cover picture, incidentally, being that of the new city hall.

The biggest part of the magazine from its inception to the present day has been the commendations section. The fan mail that has poured in from our patrons is the regular highlight.

And so through the years TWO BELLS has reported the news. Babies mentioned in the early TWO BELLS are now fighting in the invasion of Europe. Many of the oldtimers whose names made Railway news are still with us, and except for a slight sag in the shoulders, white hair at the temples, or maybe a bald spot, they are just as good and active as ever. Space does not permit reviewing the twenty-five volumes of the magazine, but anyone who cares to glance into the past may find bound volumes of TWO BELLS in the library.

FLUID DRIVE

By R. O. Bennett

Our original Beverly Wolf (R. L. Griffith), who for the last two years has been a Navy Wolf, returned from the South Pacific recently and was married on June 2 to Mrs. Jackie Roadhouse. They spent a short honeymoon around Los Angeles as Griff's leave was very short. Will try and have a picture of the Mrs. and Mr. for the next issue. Congratulations and best of luck to them. . . . Willis Fraser, Baker Instructor 1/C in the Maritime Commission at Catalina Island, and his wife spent a week on the mainland recently. Willis surely is looking good these days with the added 20 lbs. of beef he has put on since leaving the Coach Division. Fraser now scales 250 pounds. The other day he spied a machine bearing a sign: "I tell your weight." Willis stepped on, placed a penny in the slot, the machine growled, gears whirled, then a voice from somewhere inside snorted: "One at a time,

please." . . . Have a nice letter from L. K. Walker who is now in New Orleans. He asked to be remembered to his many friends in the LARy. . . . We had another letter from our old friend and former driver, J. D. Burns, who was standing by in Scotland waiting for "D" day. Joe has seen action in North Africa, Sicily, and Italy with the Air Force. . . . Congratulations to R. H. Smith on his promotion to extra-supervisor. Smitty should fill this job well, as he is liked by all of his fellow workers. . . . Our good friend Ben Towsley will probably be a married man by the time this goes to press. We wish you all the luck in the world, Ben. Although still a young man, Towsley is a veteran of World War I. He spent his 17th birthday in France during the last war . . .

The early scribe for the bus division is not writing at present. However it is interesting to note a few of the bulletins in those early day Two Bells: Bulletin No. 227 from a 1925 issue reads as follows: "Beginning Tuesday bus drivers must not make any adjustments of their carburetors. This will be attended to at the garage by the Mechanical Department." Bus drivers in the early days not only had to watch the front and back but had to watch the upper and lower. Bulletin No. 233 advised double deck operators that "The ornamental light electroliers on Olive Street between Fifth and Eighth are so placed that there is danger of them striking passengers on the upper deck. Operators are therefore urged to be cautious when pulling in close to the curb for any reason." Bulletin No. 242 reads: "The spring fasteners and the housing in the rear end of the double decks will not clear traffic buttons at intersections. Therefore great cars must be exercised not to split these buttons with the rear wheels."

THE HILLBILLY BOYS

By L. B. Meek

June 1st always brings us one pleasant memory, vacation time again. Naturally enough the older men, those with thirty years or more in seniority, start it off. Some are working through their vacation which is greatly appreciated by the office.

When it comes to stirring the dirt around the Victory gardens, some of these fellows can surely do it. Why some of these are still eating out of last years planting, to hear them tell it. Then along comes the fellow who has beets the size of baseballs and carrots the size of a tea cup and a foot long, to go with tomatoes that are on the table every day fresh from his own garden. Gosh, there seems to be no end to it when they get started. But none of them offer any for proof. Just wait until the big contest and you will see who really has produced the goods.

B. W. Bentley is a mighty proud Papa and has a right to be. He has just returned from a trip to Oakland where he visited his son Robert, 2-C cook, who is in the hospital there with both legs broken, an injury he received while on duty in the South Pacific. He says you never saw a place with such high morale as they have in that hospital. Bob says as soon as his pins are OK again he will be ready to get back out there to help his brother Bill, electrician's mate 1-C. Both boys are in submarine service and making a name for themselves.

Shirley Robertson has gone to Colorado where her mother is seriously ill. We hope everything will turn out for the best and she will be back soon. S. A. Christianson has just returned from a trip to Minnesota because of illness in the family and P. Dinelli has also returned from a like trip.

Well sir, you know the employes have been reading this kind

"You! You gotta full load! Whatcha waitin' for?"



of stuff for twenty-five years now and it is still the same. But no matter how much bologna there is to it they miss it when they don't get it. One fellow tells me he remembers the first ones, and he was here when you got a shine in the morning and if there was no runs open or you didn't catch anything they sent you out to the stables to play nurse maid to the horses. Yes, that was when they had horse cars. Well, someone had to do it.

Smokey Stover says his big trouble was collecting fares on the old cars when you went through and picked them up. Being none too large, occasionally some one would try to block his way. But as he had a pretty good understanding (about size 10) he used the very simple method of stepping on toes. He says he usually got through. It is much different now, isn't it? Who steps on whose toes now?

Get a bunch of bonds to buy a bunch of bombs to bomb a bunch of bums!

HEART UNTOUCHED SAYS S/SGT G. A. ROSS from New Guinea

Gentlemen:

For some little time I have been receiving "Two Bells" and enjoy it very much and now that I have changed stations I wish that you would change my mailing address so that I can continue to receive it.

Especially do I appreciate the pictures of the LARYETTES as the tropics have not dulled my appreciation of feminine charm. On the contrary, my dear Bureau of Public Service, but we won't go into that. What New Guinea needs is not pin-ups but the models for same. The native women seem to lack something—perhaps it is just the polish of civilization—but to date my heart is untouched.

"Sour Grapes from Vineyard" are really appreciated as the roster still contains many of the names that were once familiar. Issue of April is now at hand and what does it mean by (Mayor) Bill Terry? There must be more than his family in his city.

I wish to thank you for your courtesy in sending me "Two Bells", and good luck to the staff.

Sincerely,

S/Sgt. George A. Ross



CHANGE IN CHANGER

Don't look now Myron, but your changer is showing and it's the old fashioned pull type with a couple of extra barrels. Yes, them were the days back in 1921 when the "Go-gettem" type cars were in vogue. The changer came from Denver. Oh yes, and so did Myron Taylor now working out of Division Five and at that time working out of Division Two. This picture was taken at the west end of the West Jefferson Line.

SOUR GRAPES FROM VINEYARD

By C. P. Hunt

Many, many remarks have been made about this — many stories have been told and written about it, but now we offer you conclusive evidence. The subject in question, my friends, is: Do or do not members of managing departments use glasses to view the operations on the lines? For proof, let us point out to you the Southeast corner of Wilshire and Vermont Streets. The time is during the A.M. rush hour. At this particular corner stands a large pillar and at this particular time there was a large crowd of people gathered around it. They seemed to be spellbound—staring at a person standing immediately in front of them. In one hand this person held a small black book, his other hand was to his head. It was not necessary to look twice to determine why there was such a crowd. His eyes were as big around as the top of a fare box and as black as coal. They flashed like a beacon whenever the sun struck them. As we were wondering who this apparition was, a flash of silver and gold, streaked with red, passed our eyes. Immediately the person's uplifted hand

fell, he grabbed the little black book, and his pencil raced across it in furious excitement. But now his identity was revealed! The strange looking creature was none other than our Herb Mueller of the schedule department. The large black eyes were field glasses. So now we ask you. Do they, or do they not? . . . Now, of all the times, we learn that Willie Stearns is compiling a new version of one of the popular old stories, known as "The Lady in Red". Well, he has the "lines", that we will admit. . . . They're in full operation now—both the new lot for parking coaches and the chuck holes in the lots for parking our cars. . . . There is a goodly lot of new faces around Vineyard. We wish their owners happy days with Vineyard. . . . The fence around the property has been repaired and is standing there, just waiting for someone to take a poke at it. I wonder who will be the first? . . . The owner of that shining bald head with its nose in a book in the cash cage is none other than Kenny Funk. Look up once in a while, Kenny, so we can see that pan of yours. We miss it out on the line. . . . Have you seen "Daddy" Dunbar since the arrival

of his new daughter? Boy, is his nose up in the air. He's giving with the expression of Jiggs after a feast of corned beef. . . . It's doubtful that such a thing as this should be printed; anyway, think this over: Frenchie Martel dropped his wallet somewhere in the confines of the iron fence here. In it were his cards, his new gas ration book, and considerable cash. And that's all there is to the story, fellows. The wallet was never returned to Frenchie. Someone will be caught at this some day and then he should be arraigned before a kangaroo court. Or is that too good for him? . . . Supervisor Musselwhite would like to know how to answer this question: "Does the Wilshire Express run express out Wilshire?" . . . How come "Epp" wears a gold hat band and nine stripes on his jacket? And, too, how does Waters figure he can wear a gold hat band? . . . Looks like this is thirty for this time. We'll be seein' you at the games.

GROWING UP

Wonder what the next generation of Clardy's will be like, as each one seems to grow a little taller. W. G. Clardy (left), now retired, with his son E. J. Clardy, who is a relief supervisor of power, and the latter's son William R. Clardy, now in the Navy V-12 at the University of Southern California.



STREAMLINERS

By J. A. Madigan

How is your Victory Garden coming along? Operators A. F. Kiefer and F. F. Favour have been appointed Field Representatives for Division 4. Secure your applications for garden appraisal and may the best potato win. . . . We are very happy to report that Mrs. Latham is back on the job again and feeling a lot better. By the way, there are two more ladies now at the Division 4 office, Miss Chandler and Mrs. Carpenter. . . . Operator H. Reinink, who has been at Division 4 for a number of years, changed uniforms on June 10 and became a member of the Los Angeles Police Department. Best of luck, Harry. Sorry to lose you. . . .

LIKE MOTHER LIKE DAUGHTER

Twenty years ago **TWO BELLS** featured a picture of a baby whose name was Ruth Marie Madigan, daughter of J. A. Madigan, Division 4. Now 20 years later we present the picture of Diane Jean Barney, who is the daughter of Ruth Marie and granddaughter of Mr. Madigan. Because of technicalities, it was impossible to reprint the old picture that was in **TWO BELLS**, but you can take our word for it that Ruth Marie of 1924 was as beautiful as Diane Jean of 1944. The mother was born on May 18 and little Diane on May 17. Daddy Barney has not yet seen his daughter as he has been with the U. S. Coast Guard overseas since December, 1942.



THE BENTLEY BOYS

When the Bentley boys decided to go after Tojo they concluded on the quickest method and both joined the submarine service. Left is Robert saying goodbye to Nippy on his last leave home, and right shows William B., who is somewhere around Iceland. Robert is a second class cook and William is an electrician's mate, first class. They are the sons of B. W. Bentley, Division 3.

The old tradition that "the show must go on" also applies to street-car operation. Recently Operator Tex Morris reported that he had torn his trousers while on his way to work and it looked for awhile as if Tex might not be able to work, but a call to the switchman's shack started a search through their lockers which produced a pair of trousers that fit Tex and the car pulled out on time. Wonder if those switchmen have any alarm clocks to spare. . . . Letters are being received from time to time from men in the service, copies of which will be posted on the bulletin board as they arrive. . . . Have you subscribed to the 5th War Loan Drive yet? Do it now! . . . From J. A. Madigan's column of 1925 we would like to repeat the story about the wife who called the division to ask if her husband had reported for work. When told

DON'T FORGET

The Victory Garden contest closes August 1. Many employees have gardens, and good ones, too, but are not turning in applications to have them judged. You still have time to have them prepared. And you still have a chance to win one of those War Bonds. Get that application in now!

that he had, she replied, "Well, it's a good thing because when I got up this morning to go to my job, he didn't want to get out of bed so I turned on the gas and told him to get up and turn it off or to sleep forever."

ELECTRICAL

(Continued on page 18)

pocket had been picked. A few days later he received a card from a bowling alley telling him he had left his wallet there.

So Eddie Caldares is now dragging the "P" line and are the boys on the "7" line happy!

On the night of June 1st, Mr. Turley showed his pictures to the fellows and their wives. Cigars, cigarettes and ice cream helped to round out an enjoyable evening.

Former Bond Tester Charles Murrell was in the other day for a visit. He was home on an 18-day furlough on completing his basic training at Fort Knox, Ky. On returning he was to report to Fort Chaffey in Oklahoma. Chuck is in the artillery and says he fired about every kind of gun known. On his return to camp he will be assigned to a regular line unit and will receive special instruction for that type of equipment.

Buy Bonds as if your life depended upon it—it does!

SHAVINGS FROM THE SHOPS

By R. S. Wallace

Vacation time is here and is occupying the minds of many of us. Where to go and what to do? Can't go far on an A book and may get turned back before we get there. Understand Dave Dent is taking the safe course and running no risks. He is vacationing at home. . . . The double deck buses, parked so sadly in one corner of the Shops where they could muse day after day over the romances and the glories of the past, are now in for new thrills. They are to travel to new countries. Negotiations are under way for their sale. They are to be used for passenger service in Mexico City. Two are already loaded with spare parts and ready to roll. They are to travel through Texas and thence to Mexico City. All are to be sold except No. 1012, the movie star. And 1012 is truly a movie star. She has been in hundreds of pictures in the past ten years. Whenever you see on the screen a Fifth Avenue bus, or a double deck bus in any shape or form, you can be sure it is the old girl, strutting her stuff. She has carried stars, starlets, character actors, directors, and producers from all the major studios in comedies and in super colossal screen efforts. She has been the hit of the pictures. Many love affairs have been told on her upper decks. Now she will be alone. Whether her acting ability will be affected by the loneliness remains to be seen. Mr. Means informs us that when the double deck bus is needed by the studios, they call and two men are appointed to the job. If the bus is to be of the Fifth Avenue Traction Company or the Chicago Surface Lines or the Chungking Railways, it is repainted with a water color paint which is washed off when they are through. This year the bus has already been used

half a dozen times. . . . Chicken pox and measles are contesting for popularity in Mr. Jordan's office. To date it's a draw. One victim each. . . . Tommy O'Connell, Electrical Repair, is catching mice progressively. On the first day one, two the second, three the third, etc. At that rate he will soon have his winter meat laid away. . . . In a letter from the jungle wilds of New Guinea comes news from Wilfred E. Oglesby, known as Bill, telling us that the weather there is terrible but that all is going well with him. He says that when it rains there, it's a regular down pour, and when the sun shines it's something fierce and is giving him quite a tan. He says the natives were quite a sight to our boys when they first got there, but after a while they got used to them. He also says he is a regular reader of Two Bells and enjoys it very much. He extends his best regards to all at South Park. Our prayers and best wishes are for you, Bill. . . . Well, "D" day has come! Let's pray that we shall soon celebrate "V" day.



KNEE PILOT
Little Cap Hendricks is getting his first lesson on handling a "3700."



M. L. BRADLEY

WEATHER PROPHET EMERITUS

Lyrics and Lines by David Dent

Meet Mr. Marshall Lafayette Bradley, the sage of The South Park Shops, who has spent a lifetime studying the wisdom of the ancients, the Egyptians, the Mayans, the Israelites, etc., etc., in his untiring persuanance of the mystic secrets of bigger and better weather predictions even in California.

Mr. Bradley has developed his unerring (almost) system, of prediction from ancient writings, which he deciphered with the aid of a Ouija board. The system has to do with three esoteric stars that twinkle with a black light on the mystic hour, which is about all the information he has been ever known to give out.

Even as an infant at the tender age of nine months, the mother noted that he would cry lustily before (or after) a damp spell. His education relative to weather prognostication has continued ever since.

Mr. Bradley is employed as a painter at South Park and is known to all for his humor and friendliness. He is one of our old timers; he started to work for this corporation on January 26, 1910, and has enjoyed perfect health without a day of illness since that time. We understand the stars have something to do with it.

Mr. Bradley wishes us to state that he is on a vacation from his prophesying duties during the summer months, however, his understudy, Mr. Austin Kilgore, will carry on in his place during that period. We understand that Mr. Kilgore, besides the divination from the three mystic stars, is aided by listening to the call of the wild California Whoosis bird.

DIVISION FIVE

(Continued from Page 18)

We are indeed sorry to see three good old timers off the job on account of their health—Motorman R. S. "Colonel" Drew, who has been wheeling them over the road since 1919, Conductor N. A. Matlock who has been giving the "Stop" and "Go" bells since 1920 and Motorman Sam Farnell who started his streetcar work with the trams in England forty years ago and spent the last twenty-three years with the Los Angeles Railway. All three have rendered yeoman service and here's hoping their health will improve.

Since the mention of blood donors in a recent issue of "Two Bells" I believe we have a couple of top notchers at Division Five. If anyone can beat them let us know. They are Conductor Francis J. Donnelly and his wife. They are members of the Gallon Club and have donated eleven pints to the Blood Bank. I think that is a wonderful record and they are to be congratulated.

Despite the bad growing weather we have been having lately the Victory Gardens are looking swell and many of the boys and their wives have been putting in plenty of hard work. It's too bad though that there are some two-legged rats prowling around. By the way, if the one who lost a blue button from a sweater while pulling some of Motorman Dimitri's onions will come in I'll return the button. Even a trade rat would leave something better than a button behind.

Who was that who made this dirty crack about our weather, "California, the only place in the world where one can get sunburnt and pneumonia in the same day".

Say fellows, there are still a few of you who have not yet purchased that EXTRA WAR

BOND. There's still time to get in line. Every Bond you buy helps bring back somebody's boy a little bit sooner, and that little bit sooner is a whole lot to them.

Here's a few notes from Fred Mason's column back in 1924:

"Meet me at the clothesline honey, that's where I hang out. . . . Don't make love in a buggy because horses carry tales. . . . Keep your hats on boys, here comes a flock of woodpeckers. . . . Have to take the gold fish for a trip around the globe, so that will be all for this week. . . . What kind of a noise annoys an oyster? . . . They claim that pinochle wasn't played on the ark because Noah sat on the deck. . . . Cut out licking your thumbs when handing out transfers—lick the transfers. . . . Who's supervising the supervisor's daughter while the supervisor's supervising the lines? . . . And once in a while Freddie would finish his column with something like this — Who does the embalming around here?"

CLIMBING UP

Maurice Bruner, son of Frank Bruner, Third Shift Foreman at 16th Street, will make a good captain. That is the rating he is working for at the present time. Maurice is now stationed at the Army Motor Transport Service in New Orleans.



THE MRS. LIKES TWO BELLS, TOO!

Dear Sirs:

I want to tell you how much I enjoy receiving "Two Bells" at each publication. I send it on to my husband overseas and he writes via V mail telling me what a morale builder it is to read about L.A.Ry. I also send him the "Weekly Topics" which answer many questions that come to his mind. One of the recent ones about postwar employment with L. A. Railway was especially interesting to him.

I thought it might be a nice surprise for him if he were mentioned in Fred Mason's column about the activities of Division 5. He is Corporal Charles E. Brown in the Armored Tanks Division. He has been in London a year: after his basic training in Arkansas. We have a baby daughter, Jeannine Carol, fourteen months old that he has never seen except in photographs.

He worked as both motorman and conductor for L.A.Ry out of Division 5 before he left for the Army December, 1942. It's quite a different set-up driving a Tank instead of a streetcar—the tank at least ALWAYS has the right-of-way. He is looking forward to the day when he can again put on his streetcar motorman's uniform and put his khaki uniform away in mothballs.

Thank you again for sending "Two Bells".

Sincerely,

Mrs. Charles E. Brown

TWO BELLS FOR VICTORY

By Peggy May Mosier

We do not like invading other countries anywhere;
We know full well that war is hell in which all people share.
But since a paper-hanger organized a firing squad,
Quite useful in convincing fellow-men that he was God;
And all the race was supermen of rare and sterling worth
Who'd run the universe some day or push us off the earth;
The value of invasion has become at last more clear;
If we don't stop them over there, they'll soon be over here.
So let us hope for songs of peace instead of mournful knells,
While we speed up production at the signal of TWO BELLS!

SIXTEENTH STREET EXHAUST

By Imogene Rippert

Hugo J. Hinze was recently home on furlough. Life in the Sea Bees certainly agrees with him. He looks and feels fine.

When Mr. C. B. Lindsey, Superintendent, hears that feminine voice greet him with a cheery "Good morning," now-a-days, it's just as liable as not to come from a girl in coveralls, as we have fourteen women mechanics' helpers.

F. F. Shipley and O. L. Knox, of Uncle Sam's forces, recently paid the boys a visit.

Charles Sedam, mechanic's helper, on the second shift, would appreciate anyone interested in bowling to contact him, as a bunch is interested in making up a team.

Roland S. Wildung, former employe, died very suddenly. We extend our sympathies to his family.

Guy Penny recently returned to work, having recovered from an appendectomy.

Verla Sievert recently went to San Francisco to meet "her" Lieutenant, but returned "unmarried" officially. Doris Sievert, Verla's little sister, will be in San Francisco when this goes to press. It isn't official—yet.

George Borngrebe received an award for a mechanic's suggestion regarding sensitive door edges. Congratulations, George.

Ed Sullivan isn't so well, and we are all sincerely sorry.

Patrick Virginia Slack surprised us, and on May 10th married Allen Williams. Congratulations to you both.

Alfred Bladel was recalled by Uncle Sam, but rejected. We are glad for you Bladel, you previously served your country well.

Students attending the Frank Wiggins Trade School were transferred to the garage on May

18th, with Mr. Elmer as instructor.

Paul Woods has a new title, "Cutie". How come, Paul?

John Tholl, mechanic on the first shift, recently had a hair cut, and that is news—but only in part, ask him for the details. It is the second offense.

Clyde Nunn has done his civil duty and served on the jury. In two years he won't be serving again, from choice.

Doyle Rishel, General Foreman, known to all as "Doyle," resigned as of June 1st, to live and assume a new job in Sacramento. We all wish you the best of success, Doyle.

Ray Anderson, former day foreman, recently of Pasadena City Service Lines, will assume a new job in Salt Lake within the next few days. Ray paid us a farewell visit.

Howard Menefee, mechanic, received a painful injury to his finger. He will have a permanent ring, made by an electric current.

Our small contribution in a little over a year to the blood banks totals approximately 95 pints.

"CHIEF" BINGHAM, FISHERMAN

Meet "Chief" Ralph Brigham. The Chief drifted to California back in the year 1886 when Los Angeles was a wide place in the Mormon Trail. In company with his father he conducted a fish and poultry business at Third and Main Streets, building quite a reputation and doing well until 1895 when gold was discovered at Sutter's Fort. The mining fever was as easy to catch as the measles, so the two Brigham's bought a pack mule and went prospecting. Their luck played out in the search for gold and the Chief took a job as a stage driver for a large mining concern. From his stage driving experience he gleaned much knowledge of human psychology. It also afforded many hair raising escapades with bandits and Indians. From his experience he learned where the bigger fish in most of the streams in California and Oregon were located. When he tells about a big one which he caught, you can be sure the Chief is not telling a tall tale, for he knows how to go where they are. He has hooked the granddaddy's granddad.

Retired now, the Chief sits in his backyard and reminisces.

BUILDING BLUES

By Jennie Bevis

Anyone entering the new Ticket Office to get information, purchase a Pass or—it does happen now and then—lodge a complaint against the service, couldn't help being impressed by the well-designed layout. Everyone working there seems to look ten times better than they did in the old set-up. Mr. Means now looks like a movie producer; Wilfred Lippiatt has the appearance of a stocks-and-bonds man, but Mr. Mann looks happiest of all—like you'd imagine a miner appears after having been buried in a cave-in, dug up and released once more to the outside world.

Mr. and Mrs. Odessa Powell entertained their many friends at a Sunday tea and garden party, complete with excellent refreshments and an interesting program of entertainment, the high-spot of which was a fashion show.

After having left us last August to finish her studies at Immaculate Heart College, Virginia Benkert has returned to the Claim Department.

Doris Nicholson of the Ad-



dressograph Department just missed being a June bride when she was married on May 31 to Private W. B. Witten, who came down from Oregon for the auspicious event. They honeymooned at Laguna Beach.

Vacations continue to be the main topic of interest. Charlena Wiles and Hallie Whitaker, both of the Auditing Department, went to Arrowhead for two weeks. Julius Blum will be in Louisiana for a month. The Windy City claimed Marjorie Woods for her vacation, but Wilfred Raridon remained true blue to his home state and went to Fresno. Betty Hastings, usually found in 601, really had herself a time in New York City.

Any girls contemplating joining the women's services will be interested in a letter from Margaret Fielder, formerly of our Drafting Department and now training to be an Air-Wac. Margaret writes:

"We were crowded for time as our California Convoy arrived on May 5th in snow flurries. Many of the California girls wore their

open-toed sandals and it was about three days before we received our clothes allotments. Many of them caught colds, and on Saturday we all received our inoculations and smallpox vaccination. Well, about 5:30 p.m. they carried me out of the Mess Formation and put me to bed. I certainly thought there would be another gold star in the L.A.R.Y. Service Flag, but time has healed the poor arms and I am again looking forward to two more tetanus shots which will conclude my six shots.

"In Basic we are up at 6:00 a.m.—then a grand rush for the Washroom (there are 48 girls in our Barrack building and only one Washroom). I am one of the unlucky ones to be on the second floor which means I tear down the steps three at a time to wash, up the steps to dress in what the Army calls a fatigue dress, grab the bed clothes and proceed to make the bed in "Army Fashion", then I run down the steps four at a time to grab a scrub brush and bucket, and up the stairs I go—down on my pretty pink knees, scrub the area around my bed (I also dust the wall locker and windows) then down the steps five at a time to put everything away in its proper place. Up the steps

JAKE ZUBER, HUNTER

Jake Zuber, now retired, started his hunting career in 1917 when he killed a two point deer in the Chatsworth mountains. Since that time he has tramped the mountain trails of Ventura, San Bernardino, Inyo, Plumas, Lassen, Modoc, Shasta, Humboldt and Siskiyou Counties. He has also hunted in Nevada, Arizona and Utah where he killed any number of deer. Mr. Zuber has bagged the limit of pheasants many times and has a great number of them mounted. He also has mounted elk, moose, bear, deer and one sheep. Jake Zuber had a special permit to hunt in Green River National Forest, Wyoming. It was there that he got most of his elk, five bear, one moose and a mountain sheep. For a man of 74 Jake Zuber really gets around. He contacted the deadly Tick fever on one of his trips but his constitution threw it off. He has been snowbound in blizzards. Naturally he has done quite a bit of fishing, and, as a side line, manages to shoot a few duck and geese.



to jump into my uniform and down the steps again to rush out to the Formation Grounds to welcome in a new day, which the Army calls reveille, which is at 6:30 a.m. After reveille there is a special cleaning duty assigned to each squad. So for the next twenty minutes it is scrubbing and dusting—after which we are marched off for our breakfast. The food is very fine, but there is a catch in it, you have to eat everything you take on your plate, so it may happen you decide you have too much. Well, you have to eat it anyway or you can't leave the Mess Hall. So, you see there can't be a chance of my gaining any extra weight!" Don't let this give you the impression, however, that Margaret is dissatisfied with the Army. Elsewhere in her letter she says she wouldn't trade the experience for anything.

From another branch of the service comes Lt. j.g. Bert Jones, formerly janitor in the main building. He is home on a few days' leave to get in a few days' studying in the officer's school. Since the old broom days, Bert has traveled 35,000 miles in both oceans. He says the Atlantic is the rougher. Bert's usual job is as steward on the bigger ships of the Merchant Marine. He was parked at Guadalcanal unloading supplies when a Japanese flier sank the ship with an aerial torpedo. Bert swam ashore and lived with the infantry on that South Seas paradise for a few weeks.

We were very sorry to hear of the tragic death of First Lieutenant Richard Hughes, nephew of Helen Hughes of the Claim Department. Lt. Hughes was killed in action somewhere outside of England on May 10, 1944. He was 24 years old and had been over Germany twenty-one times. Three months ago he received the Oak Leaf Cluster for his air medal.

VIRGIL VENOM

By Bill Ulrich

Spring has sprung and I'm all in, just as you will be after reading this column. Will some of you fellows help extricate the knife from my back? Ouch! Thanks! That "C.P." really wields a wicked weapon. . . . Sid Chase was observed deep in the arms of Morpheus the other night on the bench at Santa Monica and Vermont. Some kind soul shook him and when he woke up, the first thing he said was, "Gosh, I guess I missed my bus!" Sid had another embarrassing experience a few nights back. Four sailors on leaving Sid's coach, said, "Say good night to the bus driver, Mabel." There was a loud baa, baa, baa. Mabel, as it turned out, was a goat. Don't ask Mr. Chase how Mabel boarded his coach. . . . "Captain" Bill Wilson, the man with the perpetual cigar, took an awful ribbing from some of the boys. They claim Bill took in \$16.00 on a night run on Sunset (imagine that!) and took two hours to turn it in. Then someone pipes up and recalls the time when Bill was running late. He would pull up to a stop, open the door, and shout, "Take the next bus. I'm late!" . . . Floyd Hughes and his family just returned from a week of vacationing at Crestline. Floyd swears he caught some fish but it takes a picture to prove it to me. . . . Roy Finley was in tears the other P.M. It seems someone decided he didn't like the contours of his car and immediately changed them. Hope he's got a lot of insurance, Roy. . . . Smilin' Bill Radley had us in stitches the other day with a personal demonstration of the technique of one of the starters at Fifth and Hill. Then Berwin obliged us with a demonstration of what a driver goes through, fighting a rough clutch on a 3900. I laughed myself silly and haven't fully recovered yet. . . . Kenny



DUCKBILL DAYS

One can hardly talk about old timers without mentioning A. I. England of Division 1. When he entered our service in 1919 he had some experience with the Toronto Street Railway. This snapshot shows what the best dressed Canadian conductor wore in 1903.

(Speedball) Crowell was setting his watch one afternoon when he heard a familiar voice say, "Set that watch right. I'd like to catch your bus tonight for a change." Kenny was flabbergasted when he turned around and saw the speaker (of all people) Dave Canning . . . Ray Engle is being groomed for the Bag of Horsefeathers Award by the boys. We don't know whether he got sore at Tibbett and Ellison for getting publicity for making the loop at 9th and Hill or whether he had a blonde staked out at 4th and Coronado, but he whizzed past your writer at 3rd and Rampart, went across the tracks, started up towards St. Vincent's Hospital, and then made a quick turn onto Coronado, finally coming out of 4th onto Rampart. I'm still checking up on that blonde angle . . . Ray (2 minute) Brown learned his lesson over Vermont Avenue way. Realizing his error, he immediately bid back onto Sunset and is now all smiles, just as the boys on Vermont are . . . I know

you boys won't believe it, but Operator XYZ swears he saw a Wilshire bus actually picking up passengers east of Union Avenue. He must have been an awfully new man . . . Bob Crandall, our jovial steward, got so tired of working a straight run he missed out just so he could work one of our lovely splits. I must say I never have seen a happier fellow . . . Francis Srack was having bell trouble and would come in night after night, beefing that he couldn't reach the bell on the double deck coaches. The Company finally solved his problem—they gave him a newspaper to stand on . . . Virgil division has a new type of zombie. Not the kind you drink nor the living-dead kind. This is a typewriter zombie. To the ordinary eye this man is indistinguishable from other typists until he comes to the actual operation of the machine. Then, wearing an expression of great zeal, he applied his fingers rapidly to the keys, emitting a fast and regular sound. That is, for a while. Then the transformation takes place. Though he remains in an upright position, the eyes tell the story. They close and the sounds change to sweet and gentle snores. Ray Cormier is going to wonder how he could have been seen in this state of suspended animation a couple of Wednesdays ago from the 2nd floor window . . . Jack Tee-Hee Carpenter, as you fellows probably know, was appointed extra supervisor recently, so be on the alert, boys . . . Bob (Zephyr) Taylor has transferred to the Mechanical Department. A lot of tears will be shed by your writer who had the pleasure of following him. But if Bob is as fast in the garage as he was on the line, the coaches will be rolling out of the pits at an incredible rate of speed . . . Mr. Patton was probably afraid of throwing his arm into the backstop at the op-

CANNING CONTEST

(Continued from Page 8)

All produce will be turned over to some worth while organization unless specified on the label that you wish it returned.

Last day for entries—AUGUST 31.

Each jar of home canned vegetables or fruit must have one of these labels pasted tightly to side so that there will be no mix-up of owners.

These labels are in the hands of the division judges or at the TWO BELLS office. Let the judges or us know how many you desire.



Name of Produce

Date of Canning

Name of Employee or
Member of Employee's Family
(Indicate what member)

Dept. of Employee

Do you wish produce returned after judging?

VIRGIL VENOM

ening of the LAMC softball league. First game was to be played at 7:30 and Mr. Patton showed up around 9:00 . . . The boys are going to chip in and buy Al Tieman a pair of magnifying glasses after his bum job of umpiring at the opening games. I still say all you need, Al, is a couple of glasses of carrot juice before each game.

VIRGIL GREASEMONKEYS

By Bill Ulrich

By now Floyd Russell's family should be well on the way to recovering from a siege of measles . . . Grover got tired of taking things easy on the day shift and bid back on graveyard. He claims the quiet of the day shift was driving him nuts. Andy Guirada is now sole owner of that thriving turkey business he and Tex

Shelton started. What's the matter, Andy, did Tex try to take you? . . . Have you heard about our three Sherlock Holmes? They are Pappy Cull, Sam Mahoney, and "Big Boy" Bradbury, and all are studying the penal code. From what I hear, they'd give their wives tickets if they strayed from the straight and narrow . . . Otto Draviner is keeping the garage from folding up. He's taking Vollmer's place while Vollmer is away on his vacation. We hope Otto doesn't have another accident like he had a few months ago. In his haste to punch the clock and go home, he missed a step, hit quite a few others on the way downstairs, and ended up with an injured ankle . . . Sam Mahoney is our uniform man. He's either in a sheriff's outfit, a coach operator's outfit, or mechanic's overalls.

CLUB ACTIVITIES

WOMEN'S CLUB

The staff of TWO BELLS wishes to thank **Mrs. J. T. Watts** for her splendid cooperation in reporting the events and doings of the Women's Club.

We also take pleasure in introducing our new reporter, **Mrs. C. F. Thun**, whose first column follows:

May 18 was installation day for the new officers. A very tasty luncheon was served with a number of women from the Pacific Electric Railway Women's Club being our guests for the day. In a singularly beautiful ceremony, our retiring president, **Mrs. J. F. McCormick**, who gave her best efforts during the past year, installed the new officers. They are Mesdames **A. H. Setterberg**, President, **C. S. Wise**, 1st Vice, **M. S. Thomas**, 2nd Vice, **O. G. McDermith**, 3rd Vice, **A. R. Hemm**, Recording Sec., **W. G. Clardy**, Corresponding Sec., **A. C. Stover**, Financial Sec., **J. T. Watts**, Treasurer, **J. F. Carlin**, **H. E. Gasink**, **G. L. Herter**, **A. H. Middleton**, and **J. F. McCormick**, Directors. A picture of the ceremony was to adorn this page, but the synchronizer didn't function on the photographer's camera, and the picture didn't take. What you would have seen, though, would have been the officers in the center of a beautiful array of red, white and blue flowers with a big "V" holding the corsages which Mrs. McCormick gave each officer.

At the regular meeting on June 1, our new President, **Mrs. A. H. Setterberg**, conducted the business of the meeting and introduced the new Board for the coming year, and announced that the club will not resume its meetings until September 7.

A Silver Tea given by the Red Cross Unit on June 8 helped to raise needed funds to carry on the summer work. Remember the Red Cross will meet, as usual, from 10 to 3, on Tuesdays in the club rooms. You will be doing a good work by joining us.

Something to look forward to is the Picnic July 12 at Sycamore Grove, 1 P.M. for the members, their families and guests. Soft drinks and coffee will be furnished.

EMPLOYEES EMERITUS

Mr. P. C. McNaughton, Secretary, says our regular monthly meeting was held Thursday, May 11, and the following program was given:

Mrs. Lucille Palmer, who has published several books of poems, read us a number of her own compositions, and told a number of comic stories, which were especially good;

Miss Erlinda Rodriguez, accompanied by her sister, sang a number of beautiful songs, selections from Spanish operas; Mr. Charles Coover, one of the old timers, sang "Goin' Home" and other selections;

Miss Carolyn Burns, accompanied by Mr. Mark Salazar, played several violin numbers; and Mr. Frank J. Davis, gave comic readings, and sang a number of songs of his own composition, one of them, "Mussolina's Gone Away", in perfect Italian dialect, a marvel of fun, and true rendition of events regarding the activities of said Benito. There was the usual community singing, and social good time. This will be the last meeting until September, so we will not be heard from until after vacation.

AMERICAN LEGION AUXILIARY

Mrs. Bettie Leasman of the American Legion Auxiliary reports that on June 10 at Berendo Junior High School the Legion again made school awards, the Post making the First to the honor boy and girl, and the Unit the Second on Americanism and the Third on Community Service, and the Sixth more to runner-ups. This is truly a very fine program. Awards were also made to the Poppy poster winners and Americanism Essay winners.

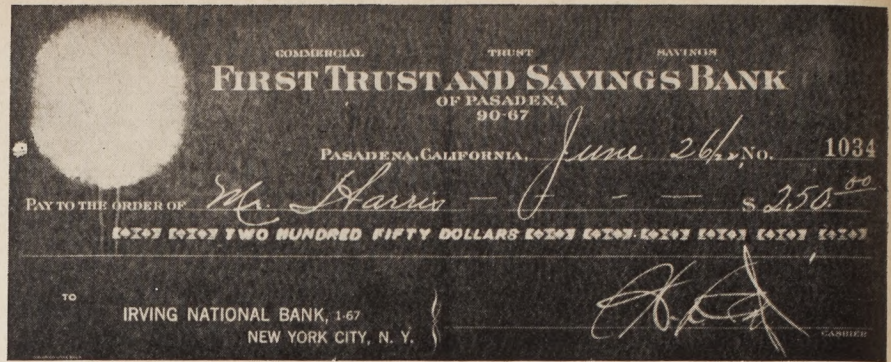
On July 4th, the meeting halls are dark, the big event of the evening being the Fireworks Show at the Coliseum which is sponsored by the County Council of the American Legion. All proceeds go to the Service Department.

July 18 will be next Unit meeting with election of officers for the coming year. All are requested to attend.

APPRECIATION

From loved ones who recently lost members of their family, the Company received acknowledgements of appreciation for the sympathy and kindness extended. . . . Iola Bliss, Mrs. E. S. Lee, Mrs. Mary McArdle and family, Mrs. Fannie Armstrong, and Frank E. Swab and family.

CONSCIENCE CASH



Most big corporations, public utilities, department stores, etc.—even the United States Government—have conscience funds. People with sins on their souls are continually mailing or bringing in money because of a troubled conscience. Seldom a week slips by but what someone does not call with or send in a fare or money for a pass to the Los Angeles Railway. Sometimes the amount is figured out over a period of years as was the case of the girl who was small in stature and whose mother took her on streetcars for half fare for several years. She added up the total of what she owed and brought it in.

The picture above is an illustration of perhaps the most extraordinary contribution of all and was received in June, 1922, with a letter which read:

"Mr. Harris
Dear Sir:

On April 3 I received from your company \$300 for injuries received January 8th on a car line.

I am about all right again and think I can get along nicely without your money so will return \$250 which you may use for someone else that has been injured.

Thanking you for your kindness.

Ellen G. Lichty"

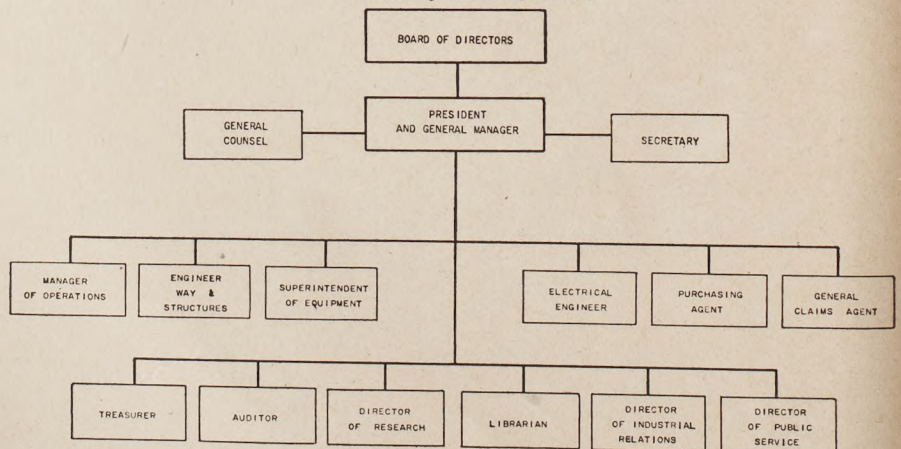
Diogenes can hood his lantern now.

John Francis Burke of the Special Roll passed away June 17. Mr. Burke had been with the Company since 1909 when he was employed as a Substation Operator, the position he held until his retirement in 1936.

TWO BELLS wishes to rectify a typographical error on page 21 of the April issue. The caption beneath the photographs of J. C. Brewer and John Edward Hein should have read grandson and not granddaughter, and M/Sgt. Edward L. Hein, not S/Sgt.

The Editors

LOS ANGELES RAILWAY CORPORATION ORGANIZATION CHART AS OF JUNE 1, 1944



APPROVED BY THE EXECUTIVE COMMITTEE
OF THE BOARD OF DIRECTORS, JUNE 6, 1944

J. G. Harris
SECRETARY

APPROVED *J. G. Harris*
PRESIDENT & GENERAL MANAGER

LET'S TALK IT OVER

(Continued from page 13)

make the whole a smooth running unit, all sides to the issue must be weighed. No one can conscientiously say one thing is more responsible than another for all the problems that arise. Each problem has to be attacked independently, and like any illness, it takes time to diagnose the symptoms in order to arrive at a cure.

To study the problems firsthand, meant starting from scratch, getting right in with the men and women taking the instruction course as conductor and motor-man trainees on the practice car, on different lines in the city, in and around divisions, and on the main railway thoroughfares talking with fellow students, instructors, line operators, division superintendents, supervisors and with department heads. Each had his story to tell. Some had real, others imaginary grievances. There were others who liked to "gripe" just for the sake of "griping". But, that's the great American privilege.

However, in piecing together mosaically the hundreds of little pictures representing the ideas of men, a huge panorama picture is formed that makes possible the study of each problem to the whole. A simple problem to solve? You can bet it isn't!

From the point of view of industrial relations, all the problems of all the workers must be conscientiously looked into fairly and squarely. Confidences cannot be violated. An outlet, which permits a new or old employe to say what he has on his mind with no fear that it will be held against him, is desirable. It is a safety valve of human energies and thoughts.

It must be understood that the work of industrial relations is of wide scope. Everything directly or indirectly touching upon the work problems of humans must be considered. With manpower shortages, the heavy loads carried, schedules coped with, abusive passengers, and in general the tension of these hectic days, certain constructive criticisms and suggestions must occur to the men and women in the railway service.

Ideas are very effective mediums of thought. But, they are only valuable if called to the attention of the proper parties. If you have any suggestions, contact either your supervisor, foreman, or drop your suggestion into the suggestion box. Through the Industrial Relations Department working conditions and problems of all sorts will be weighed and considered from many points of view, and from the facts obtained, recommendations will be made to make the proper adjustments.

The principle of industrial relations requires harmony, cooperation and honesty. Its purpose is to improve the job and promote the confidence of the employe in company management.

Your Company is interested in building up the importance of your job. Your cooperation is necessary. **You can do your part by developing a real and intelligent interest in the problems of your particular job.** By doing that, the problems will solve themselves.

How about it?

CAMERA ARTIST PASSES

As TWO BELLS goes to press we were notified of the passing of C. V. COLEMAN of the Sixteenth Street Coach Division. Charlie came to the Railway in May of 1925 and worked as a coach operator, cash receiver, register clerk in the auditing department, and had been a supervisor since 1934.

He will be long remembered not only because of his popularity with the men, but by the marvelous photographic cover on the April issue of TWO BELLS, which was a pose of his daughter. He leaves a wife, Myrtle, and his two children, Sue Ann and Charles Van Horn Junior to whom we offer our sincere condolences.

"Now we shall gather the weekly offering. Remember, blessed indeed is he who spareth a gas coupon!"

OPERATING RESULTS

MAY, 1944 vs. MAY, 1943

	1944	1943	1944 Increase + Decrease - Over 1943
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.).....	1,852,424	1,668,671	+ 183,753
LESS:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	1,293,812	1,135,724	+ 158,088
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	311,725	306,511	+ 5,214
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates).....	40,362	49,963	- 9,601
Total Expenses	1,645,899	1,492,198	+ 153,701
Leaves Net Profit or Loss	+ 206,525	+ 176,473	+ 30,052





THE BIG GUNS BOOM --- BUY MORE BONDS

The Battle Cry of Freedom echoes —
BUY MORE BONDS.

Those boys who were shooting firecrackers with a "Hey, daddy!" and "Look, mamma!" so few short years ago but who now proudly and bravely are planting the Stars and Stripes over Hitler's former hang-outs and Tojo's jungle haunts want you to—
BUY MORE BONDS.

What greater emphasis can the guns make?

What grander echoes can strike terror to the cringing hearts of Hun and Jap?

What more sincere plea could your son and my son make on this sacred Day of American Independence?

Can you keep your money in your pocket in the face of such appeals?

Doff your hat to the glorious banner of your heroic forefathers . . . it's the flag YOUR boy is fighting for today.

Read what is says on the dollar in your pocket and thank God for the American privilege HE has given you—BUY MORE BONDS.

DO MORE THAN BEFORE