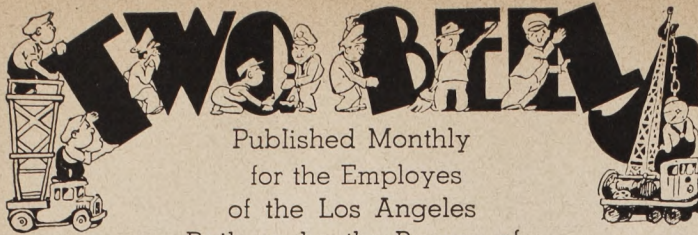


TWO BELLS





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

EDITORIAL STAFF SUPERVISION

L. A. Reeves Director, Bureau of Public Service

EDITOR

Guy Gifford

WOMEN'S EDITOR

Helen Fraser

ASSOCIATE EDITORS

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

PHOTOGRAPHY AND ART EFFECTS

Howard Jones Guy Gifford Arthur Pedersen



LARY ROOKIES FOR FEBRUARY

- Cross, Earl L. Mot., Div. 5
- Koller, Raymond L. Mot., Div. 5
- Gutierrez, Jess A. App. Mech., Dept. 18
- Bilyeu, Hoy Glass W. Opr., 16th St.
- Francis, Frank W. Opr., 16th St.
- Lewis, William W. Opr., 16th St.
- Hand, Howard C. Opr., 16th St.
- Muller, Richard H. Opr., 16th St.
- Ballenger, Charles B. Opr., L.A.M.C.

RETURNED FROM MILITARY SERVICE

- Sparks, LeRoy Mot., Div. 1
- Redmond, Harold A. Con., Div. 3
- Total LARy.** **507**
- Total L.A.M.C.** **120**



SEVEN GOLD STARS

Gold Star No. 7 honors Antonio Hernandez, who died in a hospital at Camp Roberts. Antonio left for the Army from 16th St. Garage. Prior to that time he worked for Way and Structures.

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

THE EDITORS OBSERVE

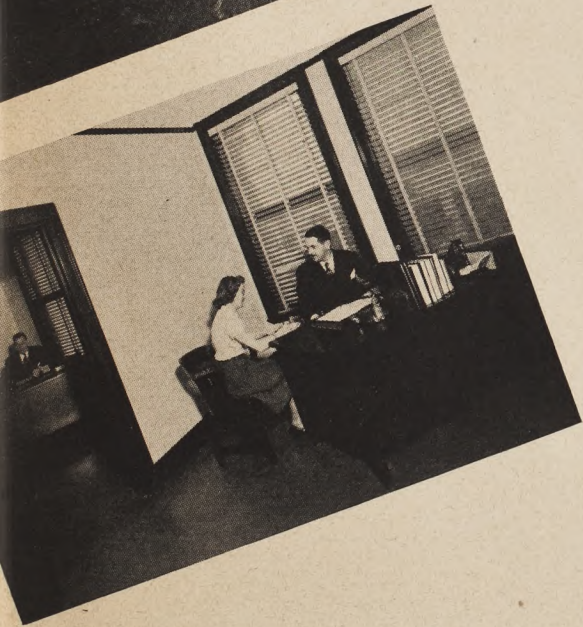
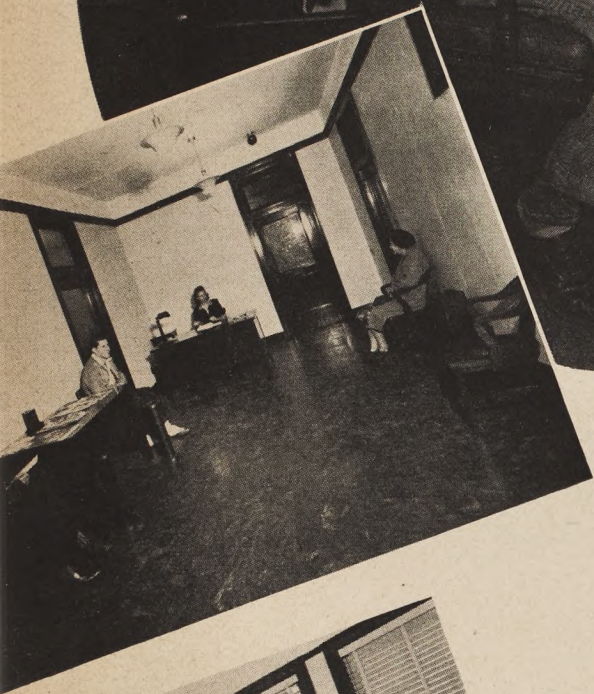
The month of February was slightly misty—in fact we were up to our axles in it—and when the sun finally came out it made headlines. Everyone on the property should be saluted, and some sort of a medal, we believe, should be given to the trainmen, supervisors and mechanics who kept the ships of the city floating during the storms . . . Especially the conductorettes at Division 5 who, after getting wet to the skin, finally took off their shoes and finished their runs barefooted. This personifies the kind of people who make the Los Angeles Railway the best transit company in the United States. . . .

Two good ideas came to our attention this month regarding the psychology of handling passengers—one was the method used in making people move to the rear, and the other was a plan to get witness cards. . . . The plan to get people to move to the rear was offered by one of the quiz kids when he suggested that streetcars run up hill all the

time. . . . However, the fellow who suggested that the easiest way to persuade a passenger to sign a witness card, especially out Hollywood way, is to hand it to the person and say, "May I have your autograph?"

Let's not forget the Red Cross War Fund. Most of us have relatives in the armed services or mebbe the kid from next door . . . Quite a number of us have the draft board breathing down our necks . . . We are personally affected, so it's to our personal advantage to see that the Red Cross nurses have enough funds to produce coffee and doughnuts at a moment's notice right up there on the firing lines . . . Let's not get out of our old habit of spending more than we can afford . . . Let's give more money than we can afford . . . Let's buy more Bonds and help fill the coffers of the Red Cross.

Let's do it now!



SOMETHING NEW HAS BEEN ADDED

A Camera Tour Through the New Offices of the Industrial Relations Department

Even the name. The Personnel Department from now on is to be known as the Industrial Relations Department and has moved into its brand new, spacious quarters which practically fill the entire second floor. We are reminded that on the day of its inception, September 1, 1928, the Department had but two employes in one room. Today, thirty-three busy people tend the affairs of the personnel of the Los Angeles Railway.

Efficiency is the watchword as personified by E. E. Kenway. Eric, as he is known to almost everyone in the Company, is Director of Industrial Relations, and has been connected with the Company since 1928 and with the Personnel Department in various capacities since 1930. Since governmental reg-

Upper photo: E. E. Kenway and his secretary, Maxine Hawke, busy with the day's mail. Insert: The new reception room with Receptionist Betty Flette on duty. Center: M. A. Boushnell through doorway and Keith Van Allyn. Nina Wheeler, Secretary to Van Allyn, taking notes. Lower left: Joe Finn and Assistant Receptionist, Betty Redding.



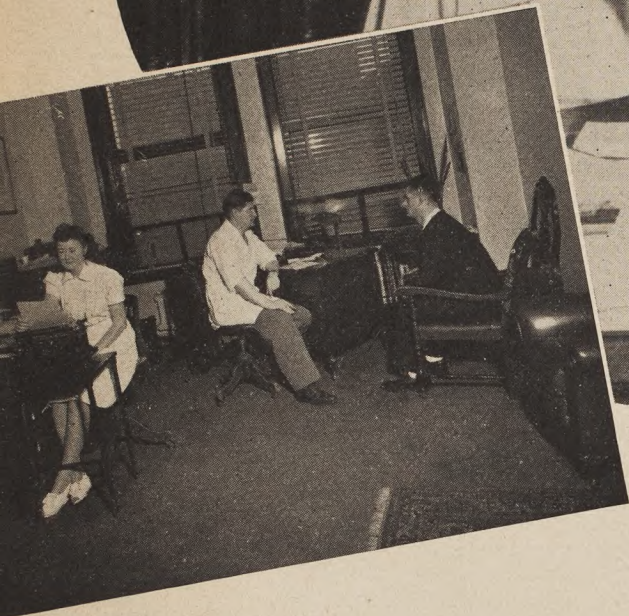
ulations on wages and hours have come into effect, such as War Labor Board hearings held in such far distant places as Washington and San Francisco, Regional Labor conferences, War Manpower and U.S.E.S. hearings on employment, many, many problems have been heaped upon the shoulders of the Personnel people. Selective Service deferments with their many varying problems, supplementary gas rationing applications for all employes, the setting of job quotas in order to obtain job priorities, availability certificates issued when employes leave, and the evaluation of positions held by the office workers and clerks in the Company are all duties which were unknown and undreamed of prior to Pearl Harbor. As Kenway so aptly puts it in referring to the new quarters, "Nowadays, we need plenty of elbow room."

Let's take a stroll through the new headquarters. Starting downstairs in the Employment Office with its new oak furniture where job applicants fill out their application forms and receive their first interview, we are directed to the second floor to the



Sid Dupree, front left, interviews an applicant while in the background E. P. McGurk discusses details with Dr. Gerald Smith. Insert: A view of the employment office on the ground floor with Miss Maude Campbell in charge. Center, the interview room showing Dan Healy with some prospective trolley pilots, and in the background the busy girls are: Barbara Davis, Shirley McNiff, and Jeanette Kvale. Right, Mr. J. J. Stirling hard at work on his Insurance records.





employment room itself. Here a staff of capable interviewers under the direction of E. P. McGurk hold quiet consultations with would-be trolley pilots. Of course, the Los Angeles Railway also has interviewers at U.S.E.S. offices and in the Opportunity Coach. But all applicants are eventually referred to the second-floor employment office.

From there we pass through Kenway's office and are taken in hand by Maxine Hawke, secretary to Kenway, who introduces us to Keith Van Allyn, Supervisor of Personnel Research. He is at present preparing a formula on job evaluation which is essential in the appeal to the War Labor Board for an increase in clerical and supervisory workers' pay. Next door, and working in harmony with Van Allyn, is Supervisor of Labor Relations M. A. Boushell.

The next office in line is that of Joe Finn, a personality well known on the property as an off-the-record employe counselor, a father confessor, and a fellow who will go to bat for any man who is in a tight spot. Last, but not least, is J. J. Stirling, who handles the accounting and recording of all insurance records.

Through the left door in the reception room we enter the glassed-in office of Alice McKinley, Chief Clerk, who oversees the many girls at their various tasks pertaining to the records, activities, and health of the men. Much good-humored fun has been
(Continued on Page 7)



A busy place is the Medical Department where new employes are referred for a checkup and where old employes bring their headaches. Above Nurse Ada Jermy shows an X-ray negative to Dr. Gerald Smith, who studies it carefully. Perhaps he is wondering if the man in question has enough backbone to work the "S" line. Insert: Peggy Freestone types a medical report while Nurse Lester Schuler interviews Mr. A. A. Butel, Div. 4. Below, a conductorette-to-be gives her life history to Dr. T. A. McIntyre.



Top photo: Alice McKinley, Chief Clerk, interviews Nancy Gillespie, Insurance Clerk. Insert: Faye Barger, Department Stenographer, and Elsie McIlwain, Assistant to Mrs. McKinley. The fellow relaxing is Roy Ruggles, Field Representative. Lower left: Eloise Kvam peers into a file case. She is File Clerk. Elizabeth Steel and Bertha Crowley at desk No. 4. Elizabeth Steel is Medical Voucher Clerk, handling all medical accounts, while Bertha Crowley is Insurance Clerk. Stella Hoppa, in foreground, is the clerk handling all gasoline applications. Behind her, at typewriter, is Isabelle Anderlan, Medical File Clerk. Lower Right: Anna Westcott, Desk 8, Employment Clerk, assisted

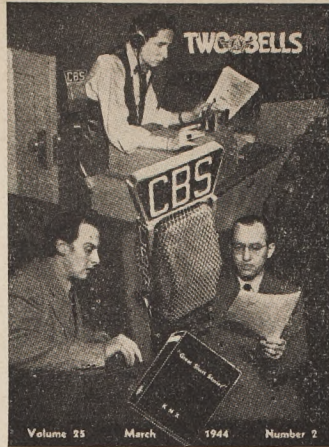
by Florence Hare, Desk 9. Patricia Cross, Desk 10, Personnel Clerk, signs up all employees for the Employees Benefit Fund. In the pictures on these pages, four employees were not included because of their absence, when the cameraman came calling. They are Mabel Brown, the clerk who maintains the Selective Service file, A. W. Kelleher, Interviewer in the downstairs office, who was in the barber's chair when the cameraman came through, and J. R. Goff and C. F. Fitzgerald, two of the three Field Representatives whose job it is to visit the sick. J. R. Goff has been with the department since field representation was established, while C. F. Fitzgerald is a temporary representative

GREAT SHORT STORIES

THE LOS ANGELES RAILWAY RIDES THE AIR WAVES IN A NEW DRAMATIZED PROGRAM

As you already know the Los Angeles Railway is now sponsoring a weekly radio program over KNX at 8:15 every Friday evening. Much acclaim has been given this fifteen minute dramatized short story series. People in the know have called it "a natural."

A few of the cast are pictured on our cover. At the top is sound man, Stan Cohen, preparing the necessary effects to fit the mood of the play, while character actor, Hans Conreid, lower left, builds up to a climax during a tense moment of the broadcast. Henry Charles, announcer, brings his friendly personality to building good will for the employes of the Railway. The stories are adapted for the radio by staff writer Dick Creedon. The producer is Gordon T. Hughes and the engineer in charge is Stan Carr. Two sound effect men are generally used on the program. The other is Dick Rusher. The organist, who



also adds to the effect of the story, is Milton Charles. These are the people who are making this program one of the best on the air. Like you and I, they work for the

Listen in
FRIDAY AT 8:15 P. M.
March 17
"THE HAUNTED HOUSE"

Following stories include
"The Mummy's Foot"
and
"Horsemen In the Sky"

Railway. They are bending every effort toward building good will with our patrons—the paymasters.

We were fortunate in securing the services of the well-known motion picture and radio character actor, Hans Conreid, who handles the leading male role, together with Irene Tedrow, one of the finest of stars to act in the feminine leading roles.

The stories selected for each broadcast are tales which have lifted literature to its present standard. You will have noted that the program is dedicated to our loyal men and women . . . you, our employes, who have kept the cars and coaches on the streets. If, from time to time, you have any comments to make about YOUR radio program, we would like to have them, such as suggestions about some particular short story you would care to hear dramatized, or perhaps some program you would like to have the company present in the future. We are not competing with any other program on the air, but are trying to give you and our great listening audience something entertaining and wholesome. Let's hope you and your family will be listening every Friday night to "Great Short Stories."

SOMETHING NEW HAS BEEN ADDED

(Continued from Page 5)
poked at her system of "train run numbers." To every desk in her department is attached a "train run number", the same as used on streetcars. This simplifies direction by the receptionist. In the old days when a person unacquainted with the department would call, he was directed to "Talk to Miss So-and-so—that's the blonde with blue eyes." If he ran into three blondes who averted their eyes, he was in a terrific fuddle. Now he finds his way by the train run numbers.

Assisting Alice McKinley in her many tasks is Elsie McIlwain. Handling employment records is Anna Marie Westcott, long identified with this department.

From the Personnel Department we are sent to the Medical section. All job applicants accepted

by the interviewers must pass a physical examination. This tremendous task, plus ailments of the employes, keep Dr. Gerald Smith and his assistant, Dr. T. A. McIntyre, very busy. Nurse-Secretary Ada Jermy, who has been associated with Dr. Smith for many years, efficiently handles the detail work. In addition, three male nurses come in to assist for two days a week each. They are Lester Schuler, Herman Blocker, and Price Pinkley. Peggy Free-stone handles the checking in of the patients and the filing for the Medical Department.

Yes, something new has been added—more elbow room for people who need it. But with the elaboration of the offices, the Personnel Department has lost none of its cheery warmth nor its personal touch.



LOVELY LOCKS FOR LARYETTES

**Ann Savage, Columbia
Starlet, Models a Con-
ductorette Coiffure**

It was my pleasure, last week, to have interviewed Helen Hunt, Chief Hair Stylist for Columbia Pictures. She took time from a busy schedule to give me her ideas on hair-dos becoming to women in industry.

Miss Hunt was very charming and gracious in answering all questions regarding the working girl's hair problems. She can tell at a glance what style becomes you. One soon learns why the stars regard Miss Hunt's ingenuity when you scan the many photographs, upon the walls, inscribed with notes of appreciation for her artistry. She has styled the tresses of such stars as Rosalind Russell, Irene Dunne, Loretta Young, Rita Hayworth, Merle Oberon, Jean Arthur, Janet

Blair, Evelyn Keyes, and many others.

The starlet chosen by Miss Hunt to model a hair style becoming to a conductorette was lovely Miss Ann Savage. This starlet's hair is fifteen inches long. Two operators were assigned by Miss Hunt to transform Miss Savage's lovely locks. After they had finished putting in the pin curls, Ann Savage was put under the dryer and from there to the make-up room before her locks were combed.

Miss Hunt then called me into her office where I had an opportunity to interview her. I asked her questions which I thought would be of benefit to us girls who do our own hair because we do not always have an opportunity to visit a beauty salon on account of gasoline rationing, irregularity of hours and so forth.

The first question was—how often should a girl wash her hair. Helen Hunt suggested once a

week for normal hair and more often if a girl's hair tends to be oily, or if her work is such that it needs more frequent washings. She told me that one star had her hair washed every day for a while. Of course the stars are before the public and the grooming of their hair is very important. But, on the other hand, we too are before the public in our work, so keeping our hair healthy and attractively styled is very important.

Miss Hunt recommends a hot oil treatment for both dry and oily hair. It keeps the hair in good condition. Heat about half a cup of oil—olive oil if you can get it—castor oil, Wesson oil or any good cooking oil. She says that any oil that is good enough to eat is good enough for the hair. Saturate a piece of cotton with the warm oil and rub into the scalp and the strands of hair, especially rubbing the ends well as they sometimes become quite brittle. If your hair is long, pin it up. Then wrap a piece of wax paper around your head. This, by the way, is an overnight treatment,



Miss Helen Hunt, Chief Hair Stylist for Columbia Pictures, completes the conductorette's hair do.



PIN CURLS—Dampen hair before making pin curls. Block hair in even sections. Place finger near scalp and pull to ribbon smoothness as in first picture. Hold finger in same position throughout winding. This will keep curl round and even. Second illustration shows position of finger when you have finished winding curl. Third, removing curl from finger and pinning it to scalp with two hairpins woven through the curl.

but may be done during the day if you have the time. The natural heat from your body will stay inside the wax paper to cause the oil to thoroughly treat the hair. Then next day rinse hair under a faucet for five minutes with water as hot as you can stand. You can tell when your hair is well rinsed as it will "tweek" when you rub it between your fingers.

Helen Hunt emphasized keeping the water as hot as you can stand throughout the whole washing process. Use about half a cup or four ounces of a good oil shampoo and scrub and scrub. Massage the scalp and rub the shampoo well into the hair, not missing a strand. She said this one shampoo is all that is needed if you wash your hair once a week. After a thorough scrubbing, rinse again for about five minutes. Then take two Turkish towels and rub the water out of hair. With a clean hair brush, brush hair up

and outward. An easy position is to lower your head between your legs. If the day is warm and sunny, go outside to brush as the sun and air help to give a finer sheen.

After your hair has been brushed dry, dampen it enough to make pin curls. If you have never made them, try them once. It's simple to do, especially if your tresses are naturally curly or if you have a permanent.

After you have put up the pin curls and the hair is thoroughly dry, brush it well upward and out, always using a clean brush. Then take your comb, arrange your hair and press in the waves the way you wish. Wool crepe can be purchased at most any beauty shop or department store, and is very handy in arranging your coiffure.

For unruly hair around the hairline, Miss Hunt uses a special wax which is hard to get at pres-



More of Miss Hunt's star patrons are Dusty Anderson (top), who wears her tresses in French bangs, waves at side and curls at back, and Evelyn Keyes, center, who easily cares for this victory bob. Extreme right: Miss Hunt brushes curls of Janet Blair before arranging into a roll.

ent. However, Bandoline is a very good substitute. In fact, Ann Savage told me she uses it when she has to give a last minute touch-up to her hair at home.

There are a number of girls who complain of dandruff, so I asked Helen Hunt if she had a remedy. She said that dandruff is usually caused from an internal condition, such as nervousness. She recommends lots of brushing. Everybody should brush their hair night and morning if you can possibly find the time. Like half a loaf, however, a few strokes are better than none at all. Brushing brings the natural oil into the hair, makes it fluffy and easy to arrange.

Here is something Miss Hunt suggested for getting rid of dandruff that I had never heard of before. First, remove the scale from the scalp with a fine tooth comb. Then apply to scalp with a piece of cotton, a straight solution of white iodine, available in drug stores. This should be done before each shampoo. In severe cases always apply iodine once between shampoos. When shampooing always use one tablespoon of the iodine in last rinse water.

We were having a grand time talking about the various stars and their hair-dos when Ann Savage came out of the make-up room to have her hair combed and arranged. Miss Hunt finished the conductorette coiffure by adding an inconspicuous net to keep the hair in place.

These two ladies are very charming people, and I, for one, am going to see Miss Savage's new picture. If I don't guess wrong, she will be wearing this new coiffure.

Helen

FREE SEEDS

L.A.R.Y. Gardens at WAR

Again the Los Angeles Railway takes pleasure in presenting this package of seeds to you, our employees.

We hope that you will get much enjoyment in the planting and harvesting of your War Gardens, as well as the necessary vitamins needed during these rationed times.

Our slogan shall be, "Prepare, Produce, and Preserve."



Seed packet, with Joe Woe again in action, is free to you for the asking. See your Division Superintendent.

In the spring the carman's fancy turns to thoughts of vegetables, and he takes his hoe in hand, bats down the weeds, turns the fertile soil, and with big thumbs tries to push little seeds into little holes so he can raise big vegetables.

This year, more than ever before, the Los Angeles Railway gardens should all go to war. Last year the country had a reserve of canned goods from pre-Pearl Harbor days. This year that reserve has disappeared. It is a possibility that unless each and every one of us produces his own garden vegetables and cans as much as possible, we may suffer from a food shortage this coming winter.

The management is once again distributing free seeds to those who want them. Company property is available to the employees. A contest for the best gardens is being planned and a total of \$2275.00 in War Bonds are to be given as prizes.

The contest is to begin April 1, judging to be done from June 15 to June 28, by Department or Divisional judges.

— PRIZES —

Company Grand Prize	\$100.00 Bond
Second Prize	50.00 Bond
Third Prize	25.00 Bond

Fifteen Divisional Prizes—

First Prize (Each Division)	50.00 Bond
Second Prize (Each 100 Employees)	25.00 Bond

Note: A \$25.00 Second Prize will be given for each 100 employees. For instance, Division 5 with 595 will have one \$50.00 and an additional six \$25.00 Bond Prizes.

HOME CANNED VEGETABLES:

First Prize	\$100.00 Bond
Second Prize	50.00 Bond
Third Prize	25.00 Bond

HOME CANNED FRUITS:

First Prize	\$100.00 Bond
Second Prize	50.00 Bond
Third Prize	25.00 Bond

DEPARTMENTS:

1. Building.
2. South Park Shops.
3. Division Car Houses.
4. Sixteenth Street Garage.
5. Sixteenth Street Coach.
6. Electrical Department (Line, Substations and Electrical Construction).

7. Vernon Yard.
8. Division 1.
9. Division 3.
10. Division 4.
11. Division 5.
12. Virgil Coach.
13. Vineyard.
14. Mechanical, L.A.M.C. Lines.
15. Stores Department.

SOCIAL SIDE



"ABRAHAM AND GEORGE STEP OUT"

Patriotic Comedy, Given by Women's Club on February 17.

Left to right: Mesdames C. E. Brown, Past President, Hollenbeck Ebell, E. K. Light-holder, President Exposition Park Women's Club, Etta Steormer, Hollenbeck Ebell, H. A. Dennis, Drama Director, Hollenbeck Ebell, J. F. McCormick, President, L. F. Robinson, Hollenbeck Ebell.

WOMEN'S CLUB PLAN BIG PARTY

Mrs. J. T. Watts, club reporter, says the men are invited to the card party on March 18 at 7:30, following a short entertainment. There will be Bridge, Bunco, Five Hundred with prizes to the lucky ones. Refreshments too. Just 35c. Will those who are coming please call Mrs. Ashworth, 7 to 9 p.m., CU 3-1073, or Mrs. Watts, 9 to 11 a.m., AX 2-4174 by March 14?

The Red Cross Auxiliary is in need of more workers. You do not have to be a member of the Club to help in this important work. The ladies meet every Tuesday in the club rooms from 10 to 3 and have a good time chewing the fat while they do an important work.

RETIRED MEN HEAR MUSICAL TALENT

P. C. McNaughton invites all the "easy chair" enthusiasts to attend their gatherings on the second Tuesday of the month in Room 309 of the Main Building. On February 10, some good music was presented by Nita Helliatt, Adelaide Steeg, Mrs. Mary F. Nordahl, Miss Belieu, Miss McAllister and Mrs. Lillian Macgowan. We thank these artists for their fine entertainment. The members and friends also enjoyed community singing and talking among the oldtimers.

AMERICAN LEGION HOST TO SERVICE MEN

Bettie L. Leasman says that on March 18 the American Legion will serve at the U.S.O. on Sixth and Main Streets.

Congratulations go to the ladies who had part in sending 111 wheel chair blankets to the boys in the hospitals at Sawtelle and San Fernando.

We heard from Mrs. Roma Burgess, now a member of the WAC's. She is stationed at the Brentwood Hospital in New York.

THE GRIPSHOLM AND JAP PRISONS

H. F. Nelson of the Square and Compass Club informs us that on March 11, at Van's Cafe, a first-class program is offered to you. A speaker will tell some interesting experiences, you won't want to miss, about the time he spent in China, being interned by the Japanese and coming back to the United States on the Gripsholm. Besides this talk there will be some good entertainment. I bet you won't miss this meeting.

L. E. BARKLEY INSTALLS VETS CLUB AUXILIARY OFFICERS

Adjutant L. E. Thompson reports a gigantic meeting when the officers of the auxiliary were installed. They are Betty Roche, President, Esther Wickham, Senior Vice-President, Evelyn Staten, Junior Vice-President, Tess Madigan, Treasurer, Ella Hoyle, Secretary, Amy Jackson, Chaplain, and Jo Clark, Conductress.

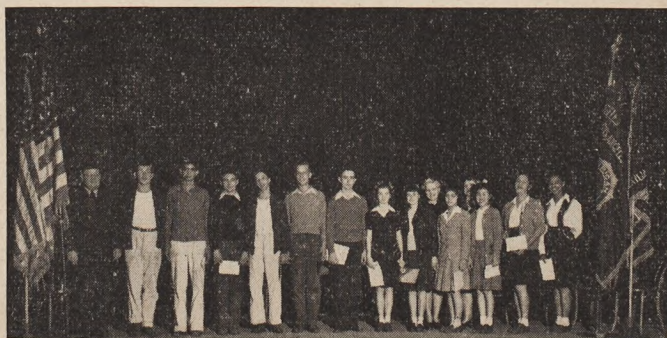
After the installation, Mrs. Irene Burgoon offered a very interesting discussion on canteen work. Refreshments ended the meeting.

SPECIAL MEETING OF VETS CLUB AUXILIARY

Ella Hoyle reports also of the installation of the above officers. She tells us that from now on the meetings will be special ones, called from time to time. The first one was at the home of Betty Roche, 438 West 80 Street, at 1:30 on March 12.

AMERICAN LEGION AWARD

Certificates of Merit were awarded by the Railway Post to the following at Berendo High School. They are, from left to right: Boys: Rolf Fromme, George Haddad, David P. Perret, Paul Charles Minadeo, Robert Pearson, and Chares E. Marcellus. Girls: Jean Carol Cummings, Betty Jan Lau, Janet Sir Kegian, Henrietta M. Lopez, Cora Ellene Martin, and Mary Rose Menzies.



SWEET MUSIC

SOME PLEASING NOTES FROM OUR MAIL BAG

Division One

D. Stasi—Kept order in crowded car.
L. D. Ackley—Intelligent and thoughtful.

Division Three

J. W. Prutsman—Worthy of our attention.
C. R. Bowers—Very patient and kind.
B. H. Dean—Pleasant and courteous.
W. G. Ball—Assisted blind man.
C. F. Ely—Outstanding acts of kindness.
D. J. King—Thoughtful.
H. D. Lloyd—Calls streets clearly.
C. T. Fooshee—Thoughtful and courteous.

Division Four

M. J. Frankson—Very capable.

G. L. Williams—Courteous and efficient.

Division Five

L. N. Wagnor—Calls streets loudly.
J. A. Wear (2)—Bright and cheerful.
A. K. Wilmeth—Helped invalid transfer.
E. L. Kennedy—One in a million.
K. T. Stock—Considerate and courteous.

Diesel Pilots

Kay Irby—Outstanding—alert.
J. R. Knox—Pleasant manner.
Verna Powell—Very commendable.
C. E. Zane—Delightfully courteous.
F. E. Epp—Unfailing cheerfulness.
Vincent Calli—Wonderful man.

which promptly fell over. She clawed in it for an overworked purse to find 7c—then she dropped a coin. She finally paid her fare and the rest of us got on at long last. Then she came back for a transfer. The car was crowded and we were almost pushing it to make up the lost time. I said to the conductor, 'You must be ragged by the end of the day.' He said, 'No use to hurry them. They just get fussed and mad.' I looked on his cap, No. 123. His good humor and patience had made us think of him instead of the delay and the woman. Do you think he has a twin brother who would work for me?"

Miss M. M. Vaught
551 North Lucerne

R. C. Chase, Division 4, Always The Same . . .

"Tuesday afternoon I left work unprepared, as did many others, for the rain.

"At four o'clock I hurried to catch a car. As I approached the corner of 27th and Santa Fe, the last passenger got on and the car started; so I stopped hurrying. The motorman, cap number 1122, having noticed, stopped the car, opened the door, and looked around.

"When I got in, I thanked him, of course. I spoke of it to the passenger sitting next to me. She and the passenger in front of me ride in this motorman's car frequently—perhaps daily—and said that he is **always** the same, always kind and patient.

Your people have a hard, nerve-straining job these days; but while at all times courtesy is such a true virtue,

it is especially appreciated in times like this in which we work and live. Such courtesy, however, as this gentleman showed is beyond what anybody ought to expect."

A Pleased Passenger
Miss M. Meyers
1050 W. 39th Pl.

Part Timer H. W. McTaggart Should Be Twins . . .

"I never did like public transportation, but I will say that for patience with the public I have seen some excellent examples of restraint by the men who run our streetcars and buses.

"On Mr. Lincoln's birthday I got on an "F" car. I was in a hurry and so were the people behind me. The woman ahead of me got on very deliberately, set down her market bag

W. M. Nichols, 16th Street, Outstanding . . .

"I have occasion to use the Beverly Hills bus and very often get the one driven by Operator No. 670. I have observed the careful manner in which he drives, though he rarely misses a green light. He is most courteous and in my judgment deserving of commendation. If at some time promotion is in order, I would be glad if he is considered.

"I am writing this letter without the knowledge of this Operator, believing that such employes are entitled to commendation for outstanding service to the patrons."

W. F. Gilroy
1422 Subway Terminal Bldg.

R. C. Chase



W. N. Nichols



E. Becker



H. W. McTaggart





J. Kennedy

Smooth as Velvet . . .

"The attractive girl who operates the No. 8 car from 54th and Crenshaw should be instructing some of your motormen. She could show them a thing or three. She took that heavy car all the way to Civic Center without one single jerk. All her stops and starts were as smooth as velvet, and it was possible for me to read in comfort all the way without once being thrown against the back of the seat in front of me.

"This lady perhaps had a number but I could not see it. I did notice a ditty box which carried the words "J. Kennedy, Division 5."

James R. Power
3632 West 58th Place

They Move Back When Becker Beckons . . .

"While coming home on a very crowded West bound "H" car between four and five P.M. on February 1, it was my distinct pleasure to listen to your operator No. 1291 (E. Becker, Division 1) direct his passengers. It was a thrill to note the prompt and silent obedience of the patrons to his suggestions.

"Your pilot had complete control of the situation. He made his passengers realize that there is more to operating a streetcar than just running along the tracks and maintaining the schedule. He had the ability to please the public. His passengers moved to the rear of the car as quickly as possible and when they left the car, they did not linger but acted as though they were trying to help the operator get through traffic. This man should be congratulated."

E. G. Lewis
766 North Alexandria Avenue

Left to right: Frank Huber, Superintendent of Mails; Charles F. Edwards, President, L. A. Junior Chamber of Commerce; Barbara Bris, Red Cross Worker, and John Carson.



"Because Johnnie Carson, Division 3 trolley pilot, has had an outstanding record of service of forty-five years with the Railway, the Los Angeles Junior Chamber of Commerce chose him to be on their Americanism program at the Victory House on February 16.

Mr. Carson, Mr. Frank Huber, Superintendent of Mails at the Post Office, and Mrs. Barbara Bris, volunteer worker for the Red Cross, as outstanding Americans, were presented with citations. These three represented men and women in all lines of endeavor who are working steadily to speed victory.

Weekly Topics readers learned of Johnnie Carson in the February 14

issue, but all of them do not know that he is a big husky fellow six feet, two inches tall, and weighs two hundred and forty. We hear that he is very modest and unassuming, always on the job and never asking any favors.

He thinks the "5" line is the best in the system, and pilots that line exclusively.

Mr. Carson came to the Railway when five companies were operating in the city—the Los Angeles Railway, the Los Angeles Interurban Railway, Los Angeles Pacific Railroad, Los Angeles and Redondo Railway, and the Pacific Electric Railway. He could give you the evolution of the Company and its personalities.

A SOUR NOTE

The sour notes from the mail bag are declining. Let's keep them going.

"I wish to report a conductor who is unfit to meet the public, because war or no war the public will not stand for it. I got on a car recently with my daughter. I had a \$10 bill and 10c. I paid my daughter's fare and asked for a \$1.50 pass. The conductor growled at me and said he would not change the bill. He had four \$1 bills in his hand at the time. I said, 'Perhaps you will have the change soon', and I started to sit down and wait. He snorted, 'For you I will have no change. You will get off at the next stop and get that \$10 bill changed'.

"He was so belligerent, I got off the car, leaving my daughter to go to her destination. A young man got off at the same time and said that he knew the conductor had over \$20 in one dollar bills as everyone who had

gotten on the car had bought a pass. There was no place around there to change the money but fortunately I was able to board the next car and buy a pass from an operator who was not so sour and ugly.

"When this war is over and we have our automobile with a full gas tank, your company can go to blazes. I wouldn't be surprised but what some of the people who were on the car and witnessed the incident will also refill their gas tanks. They were furious at my being put off the car. One passenger offered to pay my fare but I kindly refused. If this operator has a family, I feel sorry for them as my arm is sore from being jerked from the seat."

A lady passenger.

TROLLEY PILOT'S DOINGS



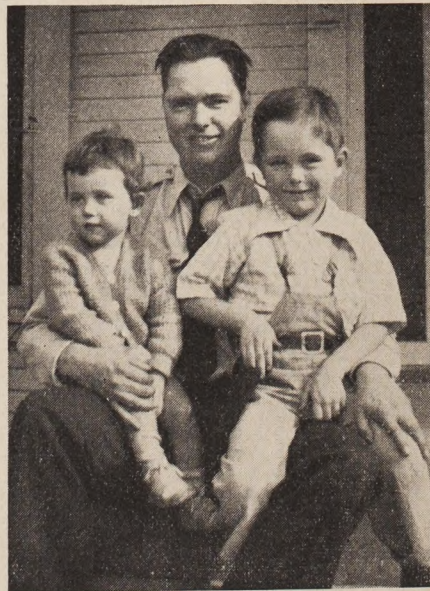
SOUR GRAPES FROM VINEYARD

By C. P. HUNT

Well, well, have you noticed the greatly diminished number of dead soldiers of the home front bottle line up here at Vineyard? Sure you have. Maybe the credit is all due to Operator "Epp"; he seemed to have the only positive method . . . If that hasn't come to your attention, it's a two-to-one bet that you have noticed the new cashier, R. Gotwald (Red, to you) at Vineyard, who has taken the place of Butch. Butch has returned to the line—the "wide open spaces" she calls it. Besides that, the bars on the windows were beginning to worry her. Oh, well—lay that pistol down babe, lay that pistol down . . . We won't even ask if you have noticed the new "gal" operators. That we know . . . that we know . . . What we don't know is how the Navy fleet of buses of a certain neighboring city is getting along without some of these gals . . . So with that new talent, the new "gent" operators, the new "gal" mechanics, and all the other new faces, too many to mention by name, we just can't see any way out of it but to have a holiday. Call a general "hoe-down" and get acquainted . . . Speaking of mechanics—some of them are ardent readers of the New Yorker—they would like to ask the Operating Department for a little help in regard to the way some Diesel pilots leave the rear door open when leaving the bus. This they say—and who are we to question them—causes the electrical points to pit. This in turn causes poor contact and B.O. door operation. Anyway, it's a lot better than a coach change. Just remember, they, too, have their troubles, and if you think a little more about the little annoyances

we cause, perhaps it would help in getting all that type of repairs cleaned up. It still takes two to make a bargain . . . You all remember Margaret Chrysler who worked in the cashier's office. She was, we believe, the first woman employe at Vineyard. Well, anyhoo, we just learned that on February 14, she became Mrs. Larry Schackel. The Mr. is with Uncle Sam . . . Wonder who the new operator was (and we do mean new, uniform and all) who was having the girl friend photograph him near Olympic on Elden? And film so hard to get, too. What did the pictures look like, Hugh? . . . And this fellow, Allison . . . you know who we mean . . . well, Wilson saw him just one minute late at Wilshire and Westwood. How do you like that? There's one for the book . . . Another thing for the book is this: If you can imagine any one

person who raises more "whatchacallit" when someone gets in her way, and then parks her own car in the bus zone at Eighth and Olive . . . If you can, then Verna Powell has lost her distinction . . . Then there is a short, short story about an operator who was rescued in his coach from the corner of Seventh and Broadway. He was looking for the Figueroa parking lot, weren't you, Mr. Hutchison? . . . When DeLong passed the cigars in honor of his second wedding day, that, my friends, was news. We offer Mr. and Mrs. DeLong our congratulations . . . You know the story about the mailman on his day off, but have you heard the one about the operator, or rather the coachette, who wanted a day off to go on a sight-seeing trip? If you haven't, we can refer you to Mabel Paulsen. She will tell you the story in her own words . . . It looks as though the rains are about over and you can start planting the old victory garden. Seeds will again be obtainable, merely for the asking, thanks to the Los Angeles Railway. You might start planting for that super-duper vegetable that will cop the prize . . . Bob Shannon has already started, we hear. He planted a gold fountain pen in a fare box not so long ago and had to have the box torn apart to retrieve same . . . As a last big of gossip, listen to the one about Bernita Walker. She called the dispatcher from the relief point, nearly jumping up and down as she demanded an explanation as to why her coach had not arrived. The polite dispatcher asked what time her coach was due there. She readily told him and then the smiling voice said, "Stick around for an hour. It will probably arrive at that very time."



McCREARY AND HIS KIDS
Above we have R. L. McCreary, Division 1, and his two promising youngsters, Charles Patrick and James Robert. Look like their father, don't they?

YARD BIRDS

By L. F. SPARKS

The Yard Birds were all set to begin their spring planting when the weather man turned on the soup. Celery seed, onion sets, fertilizer and all went floating away on the white caps. But were the Yard Birds down-hearted? No! One clear day and out came the shovels, hoes and rakes with the boys raring to go again.

Work has started on a new rock bunker for Vernon Yard. This is to be a modern structure with time-saving devices and using gravity feed. Speaking of gravity, two of the boys from the Virgil Street Garage found out that the law of gravity can seldom be defied. When they brought in a load of rubbish they were instructed to take it to the dump, which they did. It took a derrick and a crew to get their truck back on the roadway. Fortunately, there were no injuries and no damage was done to the truck.

Some of the boys in the Track Department are elated over the newest equipment which consists of a new panel body truck for the plumbers, and two new fire yard dump trucks. After driving the old models around some hundred thousand miles or so, the new jobs handle like limousines.

Our former second baseman on the Vernon Yard champion ball team, Sal Manriquez, dropped in to visit the boys the other day. Sal is a member of Rhode Island's own Coast Artillery. He said he had been dreaming for some time about leaving five below zero weather to enjoy a furlough in some California sunshine. He arrived here for the moist spell, and the boys promised to send him a photograph of the sun if it ever came out.

Charles Smith and Joe Aguirre, while cleaning out a switch box, found 56 brand new pennies. There were too many for a roll of 50 and they were puzzling over how in the world they could have found their way into a switch. It's one of life's little mysteries. In fact, the cents in a switch box don't make sense.



When Mr. Dittman returned from his honeymoon in Sacramento, he received a beautiful set of silverware from the boys around the garage. Maybe the boys were hinting for a free meal from the new cook. From left to right they are: Front Row: E. E. Sanders, Mabel Carlson, J. R. Dittman, F. G. Ballenger, J. T. Outlaw, (former operator on leave from Military Service), J. P. Barone, S. Ullo, L. A. Blevins, R. F. Coulter. Second Row: C. E. Haines, F. F. Brubaker, G. C. Hewson, F. D. Dumm, R. M. Whitman, V. C. Schnapp, D. L. Cole, A. Trohanovsky, H. E. Dailey, B. Doblhoff, K. E. McDonald, R. C. Harris, A. J. Grode. Third Row: A. H. Asbjeld, H. C. Fleming, R. L. McKinley, O. L. Thrasher, H. D. Cooke, L. E. Weaver, J. D. Elliott, H. Pree. Top Row: O. D. Scarbrough.

FLUID DRIVE

By R. O. BENNETT

Mr. and Mrs. Jack Dittman are now home after spending a honeymoon in Sacramento. They wish to thank everyone for the lovely gifts. They received a beautiful set of 1847 Roger Brothers sterling silverware, service for 12, from the operators, and the office force gave them a nice satin quilted comforter, linen tablecloth with 12 napkins, and a bathroom set.

After all these years, J. M. (Choo-Choo) Ferris finally came in with first place. Choo-Choo, a former operator from 16th Street Division and now a dispatcher in the garage, was the first ex-soldier in the U. S. A. to get his mustering-out check from Uncle Sam. He got his picture and a nice writeup in the Herald, but I think they could have done much better on the picture, Ferris.

June 3 is R. C. Tagney's 13th anniversary and also the day his draft deferment is up, so keep your fingers crossed, R. C., and hope that 13 is your lucky number. Don't feel too badly. My number is up the next day, so you may have company.

O. F. Johnson dood it again, boys. This time it's another boy. Olaf tells me that the wife and baby are doing fine. Thanks for the smokes.

J. T. Outlaw, with the U. S. Navy, paid us a short visit recently. He expects to get out soon and return to operating.

R. L. Griffith wrote me that he has been injured and is now aboard a hospital ship. He wrote no details of it, so don't know how badly he is injured. We wish him a lot of luck and a quick recovery. Any of the boys who wish to write R. L. Griffith contact me for his address. I am sure he would like to hear from everyone.

We received word that V. C. Courtney is now recuperating in the Naval Hospital at Corona, Calif. He expects to be there several weeks, so if any of you fellows can spare the extra gas, he would appreciate visitors.

H. R. Steyer is in the California Hospital under observation and will be there for a couple of weeks.

I am sure everyone that knew him was very sorry to hear of P. E. Brakebill's death. "Brakie" worked as an operator out of the 16th Street Division about four or five years and finally had to leave on account of ill health. He leaves a wife and two children.

Say fellow, have you seen Sam "Soup Eater" Ullo since he had his teeth pulled?

LOOSE SCREWS

By A. L. DAVIS

Car House No. 1

Floyd Bond is absent due to sickness. We all hope for his early recovery. J. E. Simmons is filling the gap temporarily.

All the employes at C. H. 1 extend their sincere sympathy to Ed Swanson and family, as his father passed away recently.

Car House No. 3

R. H. Wescombe, Assistant Night Foreman, has been transferred to Division 4 on the day shift.

C. Lacy, Electrical Repairer, takes the night shift as Assistant Foreman.

Division 3 equipment stood up well under the heavy storm which hit us on the 19th to 22nd of February inclusive; thanks to the boys who stayed over their regular time to get cars back into service on the "5" line which is short of "H-3" type cars.

Assistant Foreman J. Bradley was marooned at his home on account of the flood water on Ventura Blvd. Jimmie did not have any pontoons for his Studebaker to float on. Then to top it all, he told us the electric power on the ranch was cut off; no radio, no lights. I thought of my days when a boy in jolly old England, going to bed with the light of the candle.

T. MacRea, repairer, is back on the sick list again after only a few hours on the job. MacRea has been off sick for some time.

A. G. Dickenson is back on the job again after several days off on sick leave.

A. Pabst bought himself a home and moved into it. No more worry about moving out on account of the house being sold. He told the boys he is going to have a real good garden from now on, and cut the cost of living.

Corporal Harry D. Baker also paid us a very short but pleasant visit. He is stationed at Zephyr Hills, Florida, with the Army Air Corps, and is doing fine.

Barbara Jenkins, pretty 19-year old conductorette, was quite dismayed and somewhat frightened the other

day when an inebriant boarded her car, because when he bent over his hair fell off the top of his head. What experiences our conductorettes have.

The girls have been hearing rumors about getting their new uniforms very, very soon, and they are certainly tickled.

Hester King came to us as an experienced trolley pilot after operating street cars in Oakland.

During the heavy rain the girls were glad they took that last course in swimming. What a time. One conductorette couldn't find the switch and was very pleased when a trainman came by and helped her out.

Here are a couple of short stories:

A large hillbilly family lived in a little one-room shack. At the eighth birth, twins came. At the next, the stork brought triplets. About the time for the next arrival, a bunch of planes dropped a company of paratroopers. One of the oldest kids yelled to his dad, "Hey, pappy, git your gun—the stork's droppin' 'em down half-grown."

Johnnie was gazing at his one-day-old brother who lay squealing and wailing on his cot. "Has he come from Heaven?" inquired Johnnie. "Yes,



QUARTERMASTER COBB

Pvt. Eugene Cobb, Jr., son of Eugene Cobb, janitor at the 16th Street Garage. Pvt. Cobb, Jr. is in the Quartermaster's Corps stationed at Seattle, Washington. He has been in the Army about two months.

dear." To which the lad replied, "With that squalling, no wonder they put him out."

Car House No. 4

Congratulations. Robert Alvin, was born to Mr. and Mrs. C. C. Parker on January 4th.

Harry Wescombe has transferred from C. H. 3 as Ass't Foreman, days, replacing J. W. Knight, who has gone to South Park Shops.

Norman White was promoted to Night Ass't Foreman, replacing R. J. McIntyre, who has retired.

H. W. Schaeffer spent his vacation trying to figure out his income tax.

R. A. McDowell spent his vacation just resting.

J. L. Cahill is the new repairman at C. H. 4. Welcome to our gang.

DIVISION FIVE

By FRED MASON

Well folks, it seems as though we hear nothing else but there being a shortage of this and a shortage of that, so I hope that I will not be out of order by adding that there appears to be a very large shortage of "news". In fact there just isn't any, so please excuse my short column. There's a shortage of paper, anyhow, but water was plentiful one recent week end. Remember? Have been trying to find out who the conductorette was who, that very stormy Sunday, got her tootsies plenty damp, and solved her problem by taking off her shoes and stockings and working all day in her bare feet.

Spring will soon be here (we hope) and then watch the dirt fly in the Victory Gardens. From what we hear around the barns there's going to be lots of vegetables in them that gardens, and it is going to be just too bad for those two-legged "gophers" caught reaping what they did not sow. What happened last year will not happen this year. The farmer boys have worked out an excellent system for keeping a forty-eight hour watch on all lots, so "Please keep off the grass".

We were very pleased to receive a visit from Naval Air Cadet Frank Snyder recently. Some of you boys don't know Frank, but all of you know his "Pop," our Division Superintendent W. H. (Bill) Snyder. Frank is Mr. Snyder's youngest son and flew in from Athens, Georgia, on a short leave. He sure looked fit and keen, and expects to get his Wings shortly.

Another welcome visitor was Private Bart Billings, U. S. Infantry, who was home on a short leave.

16TH STREET EXHAUST

By VERLA SIEVERT

Pinch hitting for MRS. RIPPERT

Mr. George Holmes of the Store-room has a new daughter-in-law and the first one in his family, too. His youngest son, Ensign John G. Holmes, and Anne Marie Nelson of Wilmar, California, were married in Corpus Christi, Texas, after John received his commission. Anne Marie and John were schoolday sweethearts and Mr. Holmes considers them lucky, as John was assigned as an Instructor at the Naval Air Station in Corpus Christi. Mr. Holmes has two other sons in the service.

E. R. Sullivan, group leader, has been down with the flu for some time and has all his friends wishing him a rapid recovery so as to see him back on the job.

"Wally" Weberg is pinch hitting the assignment of coaches and dispatcher work while George L. Riggs is off sick.

Interior decorator, Percy Marsh, is doing a little spring cleaning in the Storeroom, even though it is a little early. Has anyone got an oil painting they would like to donate to the worthy cause?

We extend our condolences to Earl Wetzler in the passing away of his father, Mr. David Wetzler.

It's always good to hear from the boys in the service who used to work for the Company. Recently Pvt. Odee Knox, former janitor, now stationed at Fort Hauchuca, Arizona, and Pvt. F. F. Shipley, former coach cleaner,

stationed at Camp Barkeley, Texas, sent their regards and are just hoping for the day when they can return to their respective jobs here at the Garage.

Had a little fun around the Garage Office kidding about the "Judge," meaning Mrs. Rippert, as she has been serving on the Civil Court Jury at the Hall of Justice. She is back at work after serving for six weeks.

Mr. I. Dorf, who was injured last May in a yard accident, was visiting at the garage; although Dorf is still on crutches, he has improved greatly.

Our first woman mechanic at the garage, now Mrs. Robert Fisher, was honored with two beautiful wool blankets for a wedding present from the third shift employees. She has transferred to the Auditing Department and we wish her success on her new job.

Mr. Wm. Murphy, expert painter at the garage, is in the Queen of Angels Hospital after suffering a heart attack. We all miss Murphy and want to see some more of those tiny miniature shoes he carves out and paints.

The coach cleaners and janitors are very much elated over the new paint job in the locker room. Looks as though it's a sure sign of Spring.

"Sully" Sullivan, Assistant Engi-

neer, walked around to every office with a One Thousand Dollar Bill (real too) trying to make the girls scream and swoon as if he were Frank Sinatra.

The Third Shift is getting quite feminine, as we now have eleven women mechanics, not counting Myrtis Cody and Jean Dodge, who were transferred to the day Shift.

G. C. Vogan is the first student to be released from the Frank Wiggins Trade School and he is now assigned to the second shift. Nels Flagstad and Edward Campbell have also been released to start at the garage, and there will be several more in the near future.

Martin Fraley, Clarence Steiger, C. J. Hoffman, B. R. Gonzales, Leonard Green and T. V. Novoa have elected to take the two months' training course at the Frank Wiggins Trade School and then will return to the Garage.

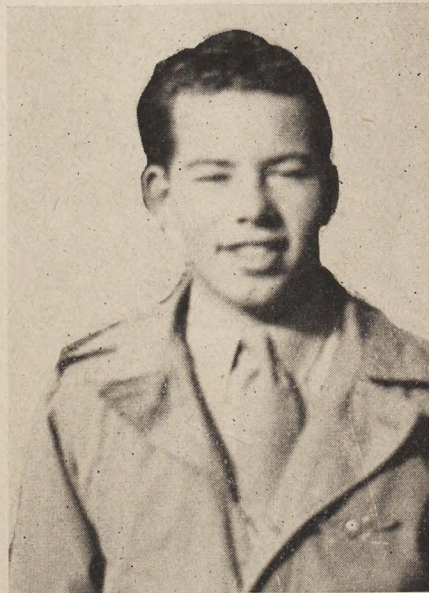
We now have two new men on the washrack night shift who have been released from military service, Leonard C. Young, son of Alfred Young, coach cleaner, and James M. Williams.

Perhaps if we all keep a sharp eye on some of the Movie Shorts being released by the Army, we will see Jean Dodge, woman mechanic, and E. B. Kennett, first class mechanic, in a picture taken to assist in the manpower situation.

Norman White, 1st class mechanic, has transferred from the Automobile Equipment Department to Division 4 as Acting Assistant Foreman. We wish him success on his new job.

J. D. Douglas, Motor Machinist, 2nd Class in the U. S. Coast Guard, was in to say "hello" to the boys. All were glad to see J. D. looking so hale and hearty.

After many years of meritorious and faithful service to the Company, former Chief Clerk Francis O. Rowbottom passed away on February 15. He had heart trouble, but we heard he was improving, and were shocked to hear of his passing. He had been with the Company about 18 years.



HIS FATHER PILOTS A BUS—So naturally Stanley D., son of Buck Weaver, 16th Street Coach, joined the Army Air Corps when his country called.

SHAVINGS FROM THE SHOPS

By VIRGINIA BLUE

Our capable reporter, Mr. Bob Wallace of the Carpenter Shop, has been ill with the flu for over three weeks. We hope that he will be back soon, and reporting again in his own inimitable style.

Mr. Jack Ogden of Upholstering was inducted into the U. S. Navy on Feb. 14. The boys at the Shop presented him with a nice gift, and their best wishes.

South Park is proud of the paint job done on our new "Opportunity Coach" which was parked on Broadway near Seventh Street, and at Pershing Square to aid in recruiting new employes.

A group of 31 Shop employes, including the members of their families, attended the Ice Hockey Game at the Pan-Pacific Aud. Employes from seven different departments were present and a good time was had by all, despite the rain (Florida papers please copy). The Shops were represented on the team of the Pasadena Panthers by two boys from Dept. 6, Lyle Dowell and Tom McCormack. These boys are fine players and are to be congratulated, even though the Panthers were beaten by the L. A. Monarchs. Score: 4 to 5

Miss Jean Woolley of the Sup't. of Equipment's office has been off a few days because of a bad cold. Hope you're feeling better, Jean.

Corp. Wm. Foster, previously of the Truck Shop, visited us on Feb. 23. He is now an aircraft mechanic at Selfridge Field, Michigan. We have missed hearing Bill's fine voice on our monthly Shop programs.

Mr. J. R. Brittain, Mechanical Engineer, has lost a few days due to illness. We surely miss seeing him about.

The War Gardens at the Shops will be resumed this season. Anyone interested in securing a plot may consult with his Foreman. We understand seeds will soon be available. For Free!

The last Shop program was the



Last year the Track Department's champion gardener was Florentino Chavez. He had the largest and most variegated garden, and won a War Bond besides raising many excellent vegetables. Many years ago, Florentino, with the help of Mrs. Chavez, started raising another crop to contribute to Victory—a crop of fine boys. They are, from left to right, Julio, age 20, who is stationed in Nebraska; Henry, age 25, stationed in Virginia; and Florentino, age 18, who is serving overseas in Italy. Florentino, Sr., started working for the Company in 1922 and he, together with Mrs. Chavez, deserve a big hand as they exemplify the best traditions of our American-Mexican population. Through hard work and devotion to their adopted country, they have earned the respect and affection of all who know them.

scene of a four-round "bloody-battle" between Bobby Pacho and Hilario Guerrero, both of the "C" Inspection group. The decision: A draw. Pancho was previously a contender for the Lightweight Championship. This has set the pace for coming Shop programs however, and we have on schedule for the next program, two rounds between Pacho and J. Bakesef of the Drafting room, who previously boxed in the British Navy), and two rounds between Pacho and N. Duran of the Machine Shop. "Geev eet to heem."

Harley Miller and Merle Johnson, previously of the Carpenter Shop, are now working in the Unit Over-

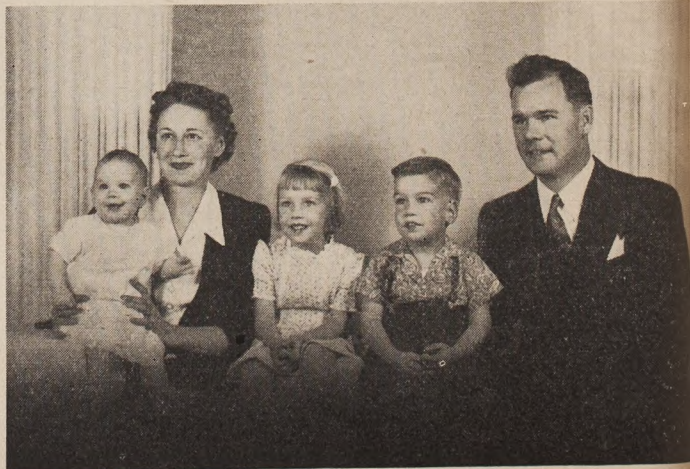
haul Section.

Cliff Oglesby, ex-Paint Shop employe, and son of Ted Oglesby, Paint Shop Foreman, is now home on furlough from the Merchant Marine. He has recently been in convoy between Sicily and North Africa. Cliff put in an appearance at the Shops Feb. 25, and looks fine!

Joe Schreiber, Dept. No. 6, who has been on the sick list for several months, has finally returned to work. Glad to see you back, Joe.

Ernie King, who has worked in our Blacksmith Shop since 1906, recently broke a finger while trying to catch a chicken. Out of meat stamps, Ernie, or was she a blonde?

PROUD PARENTS
R. E. Shea, Operator at Division 1 presents Evelyn Marie, the missus, Patricia Ann and Ralph Edward Jr.

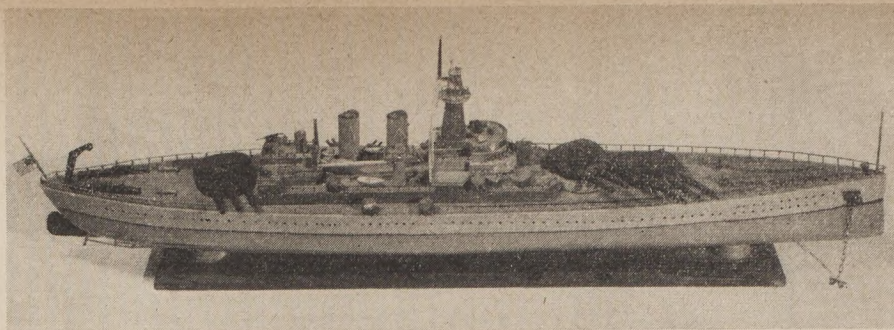




SHORT CIRCUITS

By WALTER WHITESIDE

The accompanying photo of the scale model of the U.S.S. South Dakota shows the handiwork of Ben Fulton, one of the retired employes of the Line Department. The hull of the ship was carved from an old railway tie and all the fittings made from scrap material. Anytime you are around Broadway and Manchester, if you stop in at Ben's you will no doubt catch him wielding the family butcher knife through a piece of wood. Ben finds this extremely interesting work and is surrounded by all his handiwork, such as model P-38, dive bombers, trainers, etc. He cherishes and admires his own works of art. At a display recently one of his planes was slightly damaged, and was he burned up. But just let a kid



Ben Fulton and his model of the U. S. S. South Dakota

come around and that lucky fellow can have his choice. Yes sir, Ben spent a number of enjoyable years in the Line Department, but he is really beginning to live now he says.

So Ed Stirtz found out the hard way that 600 volts is too hot to handle.

We heard mention the idea of the L. A. Railway employes buying a bomber. This drive could be sponsored by a club or clubs within the organization, or by the employes themselves. A bomber costs \$150,000 or a \$50 bond per employe. Maybe we could get a P-38 if each employe bought a \$25 Bond. What's your idea on the subject?

Gene Brox thanks those in the department who were so kind when his mother passed away recently.

As we go to press, the death of Ray Kiddoo on March 3 was reported. Mr. Kiddoo was former Line Dispatcher.

BUILDING BLUES

By JENNIE BEVIS

Although the new glass in the elevator doors adds to the appearance of the building and no doubt expedites the service, don't you miss the old camaraderie of being able to wave greetings to acquaintances on their way up or down and perhaps hitching yourself a ride in the bargain?

Speaking of elevators, there seems to be quite a bit of news from that source. The attractive gal you see in the first floor foyer these mornings is Violet Leach, now serving as Starter and Information Clerk. There are two new elevator pilots, Anita Budy and Grace Losier. If you've missed Audrey Cameron lately, for your information little Audrey is in Houston, Texas, visiting her family, which, by the way, is well represented in the armed forces by husband, G. T. Cameron, in Alaska with the Seabees, and a brother overseas with the Marines. Charles Pitchford, the brother of Dorothy Pitchford, is also in the service and has really covered the globe. He is a 3rd class signalman, having just returned from Hawaii, via Pearl Harbor, the Aleutians, Fiji Islands, Gilberts, Marshalls, etc. For a twenty year old, that's pretty fair sailing.

The blue and yellow "Be a Trolley Pilot" coach really sparkles when glimpsed about town. The inside was fitted out rather like a small office, and Lorena Weaver and Sid Dupree looked pretty busy.

Eleanor M. Keys of Research is back after a four weeks' illness which included everything from the measles to bronchial pneumonia.



GOING UP?

New Starter and Information Clerk, Violet Leach and elevatorette, Dorothy Pitchard.

STREAMLINERS

By J. A. MADIGAN

Our regular scribe, Mrs. Latham, is confined to her home, so we will attempt to pinch hit for her. At the present writing she is coming along as well as can be expected, and we are all looking forward to seeing her back in the lineup very soon.

Anyone wanting an elephant, a tractor, or a bird cage, or anyone having something they want to dispose of, should contact Jerry Holichcek, one of our new operators. You can't buy anything from him. He is not interested in cash, but he will trade you something for anything you have. Jerry's hobby is swapping.

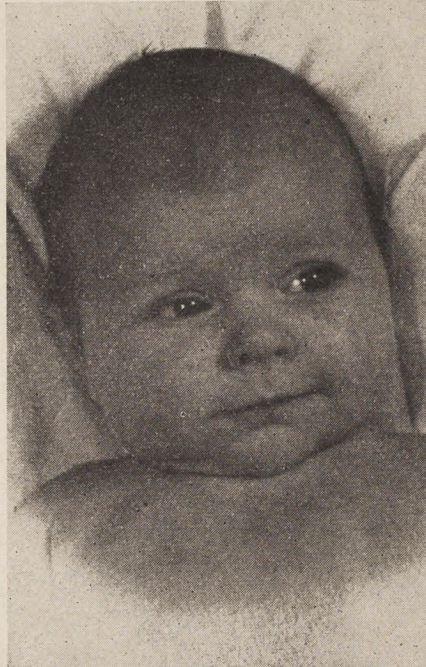
While cruising along on the Pico Owl a few weeks ago, Operator J. C. McQuoid noticed an object ahead of him on the track. Upon investigating, it proved to be the casing head of an oil well. With the aid of four or five passengers, Mac managed to load it on the car and brought it in.

Have you tuned in on the radio program sponsored by the Company? It is well worth your while. Don't miss it. Speaking of radio programs, several trainmen have informed us that they heard the voice of Lieutenant-Colonel Marcus Lemley, of Division 4, coming from overseas recently, describing a bombing mission over Germany.

There are times, if you can make it to the end of the line, that it is

boresome waiting there for your time to leave, but it was different a few nights ago for Operator W. W. Tauber. He spent his layover time at Dozier and Rowan gazing into the muzzle of a gun while a couple of gentlemen of leisure took everything but his watch.

Steve Cooper had an addition to the family. Wait a minute—it's a son-in-law. His daughter Ellen Marguerite and Boatswain Mate, 2nd class, Eddie Schaudé were married on February 4 at home.



LAZY EYES

This good looking little girl is Linda Beardsley, 13-month old daughter of Cashier Howard Beardsley, L. A. Motor Coach.

THE HILLBILLY BOYS

By L. B. MEEK

We are very proud of the new members of our family because they are the type of people who compare with those in the organization. Our female personnel has increased considerably. We now have approximately 55 women employes at Division Three.

At this division we have quite a number of eligible and inactive members of the Square and Compass Club. Our own Raymond B. Smith, night Cash Receiver at this division, is club President. This is a club worthy of support, and Mr. Smith invites your inquiries and will be glad to give you any information concerning the club's activities. Members should attend and see what they are missing.

The fine spring weather has started things to moving again in this division's garden plots. When you see the switchmen out with their spades and hoes you know it is about time for the birds to start singing. We hope there will be more victory gardens this year. We know there will be seeds for the asking.

We've had some nice letters from men in the service recently. These men would be glad to receive letters from you, also. It means a lot to them. Sit down some time and write a few lines. H. A. Redmond has returned to the Supervisor's Dept. from the Navy. H. E. Flanigan was home on leave and worked a part of it on the cars. These men feel right at home

OPERATING RESULTS

JANUARY, 1944 vs. JANUARY, 1943

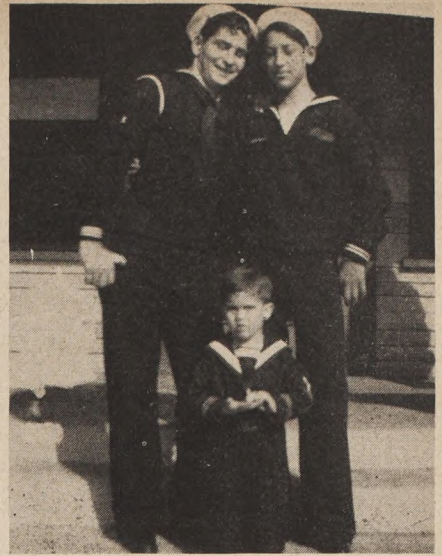
	1944	1943	1944 Increase+ Decrease— Over 1943
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,702,282	1,570,777	+ 131,505
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	1,210,469	1,073,165	+ 137,304
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	315,223	282,180	+ 33,043
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	44,230	65,240	— 21,010
Total Expenses	1,569,922	1,420,585	+ 149,337
Leaves Net Profit or Loss	+ 132,360	+ 150,192	— 17,832

when they get back in the harness. M. A. Triboulet is still giving G. I. haircuts to the Seabees. Also had a nice visit with R. P. Martin, Ph. M. 2/C. Bob is in the Dental Laboratory, U. S. Navy. He says it is interesting and instructive. He has made a few ocean trips but still likes to feel the good earth under him. Private First Class Wayne Gardner is now in the European area and writes that all is well, but would like to hear from some of the boys here. Sergeant Major Wilbur Bestwick, U. S. M. C., writes an interesting letter. You can get his address from the Division Superintendent, also Mr. Bodley has a few other addresses of the boys.

Had a nice letter from former employe C. T. Vaughn, now in Washington. We would be glad to give his address to anyone who wants it.

Of the sick folk we are able to report on at present, we find that H. H. Baxter has regained his feet. W. T. Skinner has been off a long time but is improving now. P. R. Krueger will be back to work again after an illness of several months. Mary Lois Sawyer is back after a knee operation.

You haven't heard anything until you hear Van Gelder sing! We also



THE SAN MARCO NAVY—J. San Marco of Division 3 has a navy of his own, and he has plenty to say about what the San Marcos will do to the Japs. Left, is Chief Frank. Right, are Joseph and John Junior, and Baby San Marco known as the "Admiral."

hear that Betty Morgan has quite a voice, and she never loses her pleasing personality. Shirley Robertson's timid greetings, Beth Karnes ever-ready reply, Minnie Lee Brown's dislike for the "A" line, or Agnes Cotronis' in her always present friendliness, are just some of the things that tend to make the division seem different from the old days.

ONCE OVERS FROM ONE

By D. B. KOHL

Flashing two service stars and a service bar, W. A. Guthrie was in to see his old friends at this division. Guthrie is in the Navy and has seen considerable action in the South Pacific and elsewhere. He is home to rest up and expects to return to duty soon.

Another welcome visitor recently was C. J. Morrissey, now a Chief Petty Officer in the Navy. Morrissey has been stationed at San Diego ever since joining up, but he says he expects to be sent across the pond very soon.

E. J. Brahan left the Company to join the Merchant Marines, and he has been sent to Catalina Island for several months training.

The passing of Marion D. Anschutz, one of the oldtimers at Division 1, was shocking to us all. Motorman Anschutz joined the Company in 1911. Another old-timer, originally from this division, recently passed away. He was F. E. Campbell. Campbell was employed in 1905 and had been on the retired list since 1938. They will be greatly missed.

Our condolences are also extended to O. V. Gray and to Dan Stasi whose wives passed away recently; also to



Cheer up! Spring is here—I just saw a ground hog float past!

Guy Gifford

V. W. Gore who recently lost his mother.

The best news is the fact that L. Sparks has returned to us, having been discharged from the Army. Sparks said he had a good rest and is in shape to hit the ball—while O. R. Francis has taken his physical examination and expects to leave for the Army by March 5.

J. E. Munden tells of a funny experience while working traffic at Seventh and Mateo. An old man stumbled up to him and leaned towards him. Munden says that he stepped back wondering what the old fellow was about. The man came at him again half bent over. Munden said he expected to be attacked but decided to wait and see what the fellow was up to. It turned out that the old man, upon seeing the register hanging around his neck, thought it was some kind of a hearing device and was simply trying to ask Munden a question.

VIRGIL GREASE MONKEYS

The Mechanical Department celebrated George Washington's birthday by hiring Charlie Washington, who will be the new tire changer. . . . Lou Prosser is back from his leave of absence which he spent in Arizona. He was there during rodeo time and says the people really go for rodeos in a big way. If you don't wear a cowboy outfit, you land in the city bastille. . . . Frank Harris of the Mechanical Department has made a few gadgets to hang your transfers on. Those drivers who received them say they are wonderful. . . . George Clink of the Navy visited his friends at the Shop recently. He's been in the South Pacific. . . . Sgt. Paul Lewis also dropped in. He's a turret gunner on a B-17 and would surely like to hear from any of you fellows. Address available by contacting yours truly. . . . Paul S. Huff, who is a part-time mechanic's helper when he is not at sea with the Merchant Marine, became a daddy a few weeks ago. It was a girl.

VIRGIL VENOM

By BILL ULRICH

Believe it or not but I received a flock of items from different people, and I certainly appreciate the fact that the fellows are interested in this column. . . . Ken "Speed" Crowell would like to rent an oxygen tank and mask. He claims that when he gets back from the Observatory run, he gets the bends. In other words, he has trouble keeping his longitude when he comes down from the altitude into the latitude. . . . Willie "Poet Laureate" Stearns is being accused of an almost unbelievable tale. Some of the boys claim that the poet has introduced a new style time piece to keep on schedule. They claim he now uses, of all things, a sun dial. The humorous part of the story is that the sun, for some reason or other, hasn't been out for quite a spell. How about it, Willie? . . . Kay Irby, it is said, tells the "nicest" stories in her sleep. Sounds interesting, Kay. . . . H. Barker came zooming down Olive Street, and before Supervisor Musselwhite could count his chickens, Barker was sailing up the Olive Street hill without a care in the world. Last reports reaching me were that a searching party was being organized hastily to track him down. He was driving a 4000 coach, so maybe he was just testing out the clutch. Could be. . . . Eleanor Cohen is in search of an alarm clock after being a trifle late to work recently. We tried to sell her on Willie Stearns' sun dial angle but no go. She couldn't see how a sun dial could get a person out of bed unless some other party threw it. . . . Suzy Zumdahl took a bus ride after work one night. She got on a Wilshire Westwood line on the last trip and had to walk from Pico and Fairfax to Beverly in the rain. Well, I guess bus drivers never learn. What am I saying? . . . V. Meisenzahl received a slip of paper signed personally by a man in blue. The story is that he parked his car at 8th and Olive in the bus zone. (Of all places!) . . . QUICK NOTES: Vince

Calli, the wonder boy of Sunset fame, is bragging about a 9½ pound boy. Congratulations!! . . . Roy Lawson found himself out in the cold the other morning. A well-placed foot in his back was the cause of it all. Wifey was too warm to get up and walk the baby. . . . Bob Taylor could not resist a 3900 on Sunset, so back he came in a hurry. "Oakie" Younger quickly followed. . . . Jesse Heard now has a ball and chain. Rumor has it that a WAC is giving him orders. Goodbye, Casanova days on Sunset. . . . Bob Selbo dropped by on his way to the College Grill. He's stationed in Florida. . . . Tex Shelton said to inform the person who borrowed his boots that he will pay \$10 for their return and no questions asked. . . . L. H. Gunning is about 8 inches taller than F. A. Haynes, so when the clerk got them mixed up and they got each others pants, you can imagine what happened. Gunning looked like he was just starting to kindergarten and Haynes saved the porter a job of sweeping. . . . J. W. Scanlon, who has been with Motor Coach for a couple of months, says hauling passengers can't compare with hauling iron ore. He used to be a fireman on the Duluth Missabe and Iron Range Railway. . . . George Boos is the new extra cashier. . . . Sick list includes: Jake Jacobsen, Bob (Fancypants) Crandall, Jerry Rondell, Roy (Slim) Lawson, Nate Schiff, and Art Miller. Hope you boys are all back pushing the pedal soon. . . . When Don Costley's three-year-old son sauntered into the family grocers and tried to buy a couple of pieces of candy with ten \$5 bills, the poor grocer's eyes popped. It seems junior was playing pirate when he stumbled onto the family bankroll. . . . Question of the month: Where did Lenore Graves get all those cookies she was handing out on Monroe the other day? . . . And we wonder if Grover ever gets tired replacing fare-box cards we fellows forget to leave in the coach?

PERSONNELITIES

CHAIRBORNE COMMAND

After many faithful years of service to the Company, eight of our members were released recently for inactive duty. Some of them will take up gardening, probably, while others may raise poultry, paint the house and garage, or just take life easy. Whatever they do, we hope they find happiness and contentment.

Motorman **James Elton Crawford** of Division 1 was retired on January 1 after serving over twenty-four years as Motorman—first at Division 2 and then Division 1. He lives out in Monterey Park at 534 North Lincoln Avenue.

William H. Sweetingham, former Fare Box Repairer at South Park Shops, was retired on February 1.

Sweetingham began as a Machinist's Helper in 1921, was made a Machinist in 1930 and appointed a Fare Box Repairer in 1932. He is taking life easy at Palm Springs. You may write him there, Box 1103.

Assistant Car House Foreman **Richard J. McEntyre** of Division 4 said "so long" to his work on February 1 after about thirty-five years of service. His first position with the Company was that of Car Repairer in the Mechanical Department in 1909. Since 1932 he has served in the capacity of Assistant Foreman and Foreman at Division 4. His address is 936 West 83rd Street.

Henry Phillips, former Watchman, retired on February 17. In 1920 he was employed as a Motorman at Division 4, transferred to Division 1 in 1939, back to Division 4 the same year and in 1941 was appointed to a pension job. He resides at 2981 West 12th Street.

Henry S. Haag left the pilot's seat on February 21. He came to Division 1 in 1919 as a Motorman and retained that position until his retirement. You will find him at 3110 Eighth Avenue.

Assistant Car House Foreman **Walter I. Green** of Division 3 left his long-time Railway career on March 2. His first job with the Company was that of Car Repairer in 1907. Since that time he has served as a Foreman and Assistant Car House Foreman at Division 3. He lives at 2636 Arvia Street.

Frank A. Geel, former Flagman said "good bye" to his job on March 5. He came to us as a Motorman at Division 2 in 1919 and in 1921 was transferred to Division 4 as a Safety Operator. He became a Conductor at

Division 2 in 1926 and a Conductor at Division 1 in 1932, and was appointed to a pension job in 1942. He resides at 1070 S. Fresno Street.

Joe Sharpless of Virgil Coach Division retired the 31st of January. Bill Ulrich of Virgil reports this minute history of Joe. He came to the Railway on Decoration Day of 1901 and worked up to Chief Clerk in the Auditing Department. In 1913 he left that job to become associated with another Huntington interest where he stayed until 1923. He came back to the Los Angeles Motor Coach that same year as Chief Clerk. Joe says, "I enjoyed my work all the way through my career and am thankful for the associates and the many friends I made."

AS WE GO TO PRESS

The tragic accident which took the life of Conductorette Margaret L. Smith on March 2 shocked the whole organization. Miss Smith was working on an "F" car when the car turned over.

Paula Lynn Powell, three year old daughter of Mr. and Mrs. Odessa Powell, passed away March 6th.

We offer our sincerest condolences to the bereaved parents.

END OF THE LINE

With regret we report the passing of two of our members and the wives of four employes.

Frank E. Kimble of the Special Roll passed away February 7. He was born November 3, 1868, Washington Court House, Ohio. In 1905 he came to the Company as a Motorman at Division 1 and had served in that capacity until 1938, when he retired.

Another Division 1 Motorman, **Marvin D. Anshutz**, passed away February 21. Mr. Anshutz was born in Floyd'sburg, Kentucky on August 25, 1875. He was employed at Division 1 in 1911 and remained there until the time of his death.

F. J. Matzner of Division 3 lost his wife on February 18. The wife of **O. V. Gray**, Division 1, passed away on February 18, and **Dan Stasi**, of Division 1, lost his wife on February 22. **Mrs. Cupp**, wife of **Ulysses S. Cupp**, Special Roll, passed away on January 30.

To the loved ones we offer our deepest sympathy.

APPRECIATION

For the sympathy and understanding extended during their recent sorrows, the Company received acknowledgements of appreciation from Mrs. Taylor Chase, Mr. U. S. Cupp and family, and Mrs. Mary L. Kimble.

Tomorrow's Trolley Pilots



Conductorette Maxie Collins sends a picture of her pride and joy, Jimmy and Barbara Collins. Their mother works regularly on the "5" line.

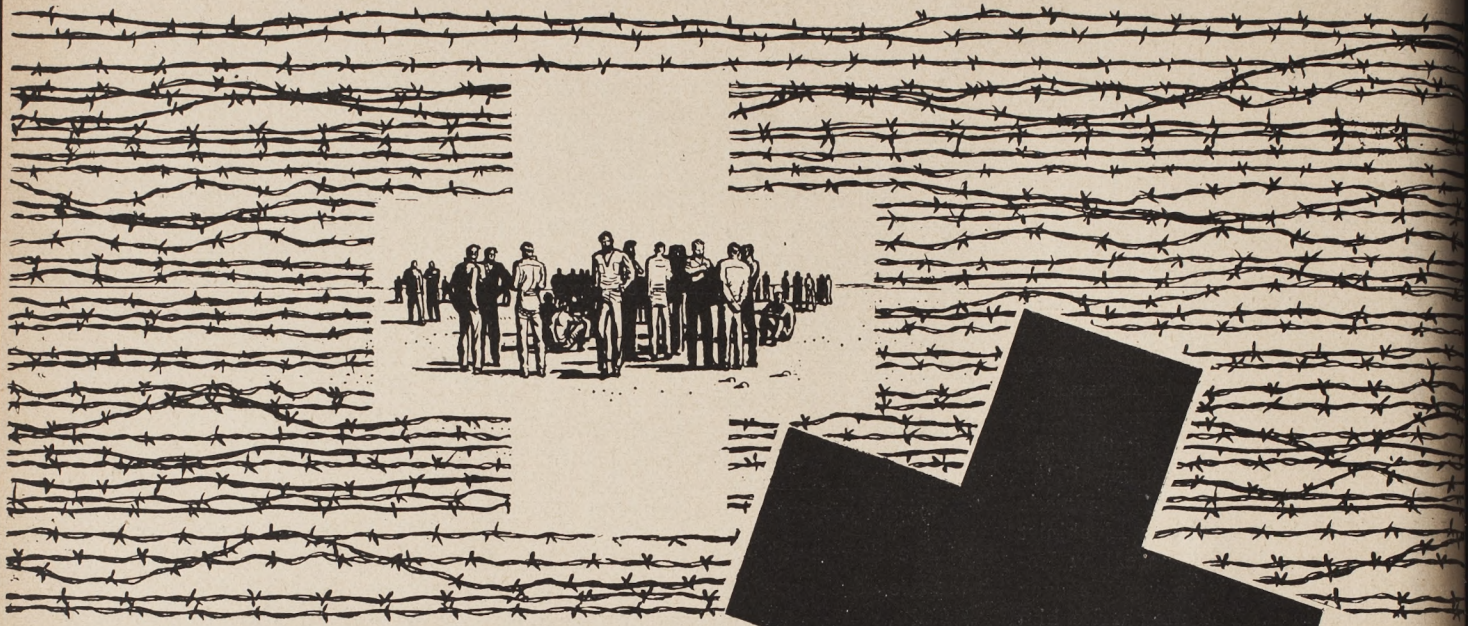
R. H. Manning of Division 4 was a two-time granddaddy last month, and **J. T. Allbright**, Flagman, was a great grandfather to one of Mr. Manning's grandsons. Sounds rather complicated, doesn't it? Well, Mr. Manning's daughter married Mr. Allbright's grandson. The boy, **Jackie Ray Allbright** came on February 3. On February 19 Mr. Manning was grandfather to **James Arthur**, born to his son, **Staff Sergeant James D. and Mrs. Manning**. Bob lived up to his promise to give each baby boy a \$50 War Bond.

P. S. McDougall of Division 5 and wife have named their newborn, **Kathleen**. There's a bit of Ireland in that name.

Operator A. G., of Division 1, and **Mrs. Morrissey** are gloating over the birth of **Danny Alfred**.

Congratulations to all.

Wherever they are



**THE RED
CROSS
GETS THROUGH**



**GIVE
TO THE 1944
WAR FUND**

