



Public Service Vol. 25

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#### EDITORIAL STAFF SUPERVISION

L. A. Reeves..... Director, Bureau of Public Service

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Guy Gifford

#### WOMEN'S EDITOR

Helen Fraser

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Mrs. Emogene Rippert	16th Street Exhaust
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C. P. Hunt	Sour Grapes from Vineyard
Jennie Bevis	Building Blues
Ed Bliss	Over The System
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#### PHOTOGRAPHY AND ART EFFECTS

Arthur Pedersen

Guy Gifford

National Needlecraft Bureau Downtown Shopping News

# THE EDITORS OBSERVE.

OMES now Hallowe'en—the month of witches, hobgoblins, fairies, etc. . . . By the light of the moon these mythical people supposedly come forth to heckle the living . . . We have never seen these little folk on Hallowe'en, nor have we seen any witches . . . We have seen lots of pumpkins and lots of people dressed in weird costumes . . . and we do know that gates disappear from their moorings to climb telephone poles . . . and we have seen windows streaked with soap . . . and outhouses and wagons in the old days were found on church steeples . . . Yes, and strange things happen to streetcars on Hallowe'en, too . . . Operators don't need to watch out for witches because witches ride broomsticks . . . but they must keep a sharp look-out for pranksters . . . Operators must watch for boxes, cans, and even old automobiles piled on streetcar tracks . . . They must look out for the auto drivers and try to dodge those who have imbibed too freely of Hallowe'en spirits . . . And they must watch more closely than ever for soaped rails . . . for

(Continued on Page 8)



# August and Sept. G.I.'s

John C. Meehan	Opr., 16th St.
Gail I. VerlatoS	
Ralph A. Cone	Con.Div. 5
Alwin D. OarOp	or., L.A.M.C. Lines

#### RETURNEES FROM MILITARY DUTY

Stars in L. A. Railway Service Flag Stars in L. A. M. C. Lines Service Flag	
Robert T. Selbo Opr.,	

#### MISSING IN ACTION

Marcus J. Lemley

T. E. Nolan

#### PRISONERS-OF-WAR

Paul Lewis

Jack M. Dark

#### IN MEMORIAM

1.	H. F. Osborne
2	I U Daldridge

6. W. P. Cody

2. J. H. Baldridge3. L. M. Kelsey

7. Antonio Hernandez 8. W. C. Thorman 9. L. D. Canatsey

4. L. G. Hume 5. Z. A. Barrows

10. L. M. Lininger

11. R. F. Chesnut

#### KILLED IN ACTION

S/Sgt. Robert F. Chesnut, first reported as being a prisoner of war, was killed during a combat mission over Berlin on May 24, 1944. Chesnut entered the service of the Los Angeles Motor Coach in May, 1941, and left to

enter the United States Army Air Corps on October 16, 1942. Memorial services were held on September 3 at the Beverly Vista Church in Beverly Hills. This information was received too late for an announcement in last month's issue of Two Bells. The members of the Company offer their sincere condolences to his mother, his wife, and his brother.







# His Valballa

HIGH on a mountain side somewhere in Italy are three small white crosses, one of them marking the last resting place of the son of Frank Archer, line department. The following letter was received by his wife, Nancy L. Archer, the mother of John Archer, from a complete stranger—a sergeant in the Canadian army in Italy. In the letter she found comfort over the loss of her son who was killed in action last October. The letter has been termed, by a noted columnist, one of the great classics to come out of this war.



16 June 44

EAR Mrs. or Miss:

You will no doubt be very surprised to receive this letter from a complete stranger. But here is why I am writing you. Last night, or evening I should say, I was on training exercise. We were going up this large mountain, about three thousand feet up, my two chums and I, and we came across three graves, American soldiers' graves, who had died bravely for freedom, of which we hope to see very soon. Your son's or husband's grave is in a lovely place. That is why I am writing you. To try and picture in your mind just about where he is buried. I hope to God I am not doing any offense in writing you this letter but I figured you would like to know just about the place he is buried. So I'll try to paint the picture of it to you.

About two or three thousand feet up the high mountain of which I can't name, for security reasons, lies three little white crosses overlooking the great valley below. It's a beautiful sight up there, honestly. Their chums couldn't of built a nicer place for their buddies that had died. The valley below is green with trees and about that time, the sun bathed the graves and the earth with golden rays of all colors.

My thoughts wandered far across the great Atlantic, to the United States of America, to his relations. Gee, Lady, I nearly shed tears. I picked the wild flowers and poppies, made a little bouquet, and placed them on his grave. Maybe I may be dead soon and some soldier passing by will put flowers on my grave. I hope he doesn't find any grave with my name on it though. But we all aren't lucky. And if I pass that way again, I'll put some fresh flowers on his grave. My two chums are writing to the relations of the other two chaps. One was from Indiana and the other from New York. And, Lady, here's what was on the white cross:

John C. Archer 19099491 T-42 Nancy L. Archer 400 West 110 St., Los Angeles, Calif. Co. C 15 Inf. 3 Div. Died 10-19-43.

It did not say whether Nancy was his wife or mother, so Mrs. or Miss, I hope this will not dig up old memories, but my mother would like to know just where I was buried if the unfortunate thing came my way. I am just out for a rest as it is. I helped to break the Hitten Line to Rome. Well, I am sorry this happened to your husband or son, but I am sure he is resting in peace, for everything is quiet up there. And if I ever, after this war, come to Los Angeles, I'll drop around and say hello.

Yours truly,

Sgt. Hunter C. A.





To The Girls



NOTHER Christmas will soon be upon us. This Christmas we had hoped that our boys serving in far distant places would once more enjoy the companionship of their loved ones. At Christmas time one loves to think of home, of a bright fireplace, the proverbial Christmas tree, and all that goes with it. To our boys who are serving in those far distant places we are attempting to bring a little vuletide cheer. We have mailed to each of our six hundred sixty-five servicemen and servicewomen a little gift. We want them to know we are thinking of them. Much thought and care was put into the selection of this gift. We are sending the boys fine leather utility kits stuffed with practical items, such as talcum powder, shaving cream, toothpaste, toothbrush, comb, soap, deck of cards, pair of dice and a book. For the girls there is a leather shoulder bag filled with shampoo, soap, tooth-

Upper picture: Mr. P. B. Harris, President, and Mr. L. A. Reeves, Director of Public Service, step into the assembly line to assist the parcel packin' mamas. From left to right: Lenora Scott, Janet Preston, Clarence Lester, Jeanette Kvale, Florence Foster, Mr. Reeves, Gene Joyce, Eloise Kvam, Mr. Harris and Betty Warren.

Center: First gift for women went to Private Louise Forrest Coffman, formerly with the Los Angeles Motor Coach. Private Coffman stopped into Mr. Reeves' office during a furlough and was pleasantly surprised.

Lower: Swank shoulder bag and its contents. Each of our seven service ladies received this gift.

# Christmas in September For Our Boys Away From Home









paste, toothbrush, book, cologne, cleansing tissues, bath mit, comb and bobby pins.

Already, letters of appreciation from soldiers stationed nearby who couldn't wait 'til December to open the gift are coming in, and a few of the packages are coming back because of wrong addresses.

If you know of any change in addresses of any of the men in the armed services from the L. A. Ry. or L. A. M. C., please check them with the TWO BELLS office. We may have them—and again we may not. The company wants all the boys and girls to have their Christmas parcels.

Much credit must be given to the girls who pitched in to help stuff, wrap, box and prepare the gifts for mailing. Because of the time element, they worked fast, establishing an assembly line from which the packages rolled

like planes from a war plant.





#### Our Cover

"Gosh! And it's two months till Christmas!" exclaims Jack (Mac) Mc-Adoo as he gazes at the pile of Christmas par-cels. Mac has been delivering mail around the building for fourteen years.





Upper picture: Six hundred and fifty-eight all leather utility kits were sent to our boys in service. This picture shows the contents with which the kits were filled. Note the dice—the seven means another wish for good luck to our servicemen.

Lower: Into each bag was placed a personal card from Mr. Harris. This operation is being performed by Charlena Wiles, Bonnie Andrews, and Beatrice Robins, assisted by Mr. Reeves.



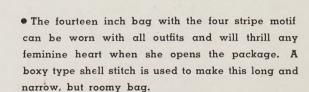
Mon't put off until to=
morrow what you can do
today. Remember, ladies,
Christmas is only two months away.

The National Needlecraft Bureau offers suggestions for Christmas gifts. Direction sheets are available to you, free of charge. Just call or write the TWO BELLS office, Station 293. Toys on opposite page are suggested by the Downtown Shopping News, and come in one pattern which can be found in most of the department stores. For pattern number, contact the TWO BELLS office.

• Ideal for the new bride or homemaker are the individual filet place mats in white or colorful shades shown in upper-right picture. You can blend these hand crocheted hot plate mats with the china and they'll be doubly welcome. Fast color cotton in two contrasting shades make the mats.

Helen

Editor "Dear Ladies"



• Accessories make the ensemble, just as clothes make the girl. So to add interest to a suit or to highlight your friend's best clothes, she will like these gauntlet gloves. They are knitted in a combination stockinette and cable stitch.

# CANNING CONTEST WINNERS



JARS galore filled the Prudence Penny Department of the Los Angeles Examiner on September 1st where seven well-known home economists handed down their decisions for the prize-winning vegetables and fruits entered in the Home Canning Contest. War Bonds of \$100, \$50 and \$25 were given as first, second and third prizes for both fruits and vegetables. Mrs. O. Short won first prize for her tomatoes and third prize for carrots. Mrs. W. M.

Elliott won first prize for the most luscious looking fruit which were boysenberries. Both women are wives of Division 1 trainmen. Second prize-winning vegetables were string beans canned by Mrs. W. M. Marion, wife of a division 5 motorman. And Mrs. C. E. Forkner won second prize for peaches. She is the wife of another Division 1 trainman. It

Angeles Examiner.

seems that Division 1 had a race in this contest. Third prize went to Mrs. George H. Melcher for her cold pack cherries. Mrs. Melcher is the wife of a Division 3 motorman.

Shurtleff, Prudence Penny Dept., Los Angeles Examiner; Mer-

cedes A. Bates, Southern California Gas Co.: Ann Martin, Dept. of Water and Power; Helen Ayers, Prudence Penny Dept., Los

Honorable mention for the best jellies and preserves was given to Mrs. James L. Rose, Mrs. Henry Pree and Mrs. George Melcher.

#### MORE "EDITORS OBSERVE"

(Continued from Page 2)

there is nothing that will make a streetcar slide like a bit of soap . . . Be sure your sand box is full and don't be afraid to use it. . . . The best story of the month is one told us by A. C. Zakor of Division Four. . . . An "F" car pulled up to the Eleventh and Main stop . . . Two people stood in the safety zone, one at the front and the other at the rear . . . When the car stopped, the man at the front rushed to the rear and the man at the rear rushed to get on at the front . . . They collided, by actual measurement, in the center of the safety zone . . . Both men sat down heavily . . . When they got up, the man who had started to the rear rushed back to the front, and the man who had started to the front made a dash to the rear . . . And the payoff of the story is that neither one wanted that particular car. . . . Our roving reporter, Ed Bliss, does a story on the loaders which you will find on page 16 of this issue . . . He went into detail but he forgot to mention the loader who invented a changer which hangs around his neck and when you pull the little string, it says, "Thank you!" . . . We don't like to enter into politics. . . . We are not interested in how you vote on November 7. . . . the most important thing is that you DO vote. . . . The campaigners have driven the comedians from the air . . . We hear in their numerous exhortations the words, "socialism," "communism," and many, many other "isms" . . . You, as we, are vaguely familiar with the various other forms of government, but what do we really know about them? . . . We think the simplest explanation recently published in "Passenger Transport" on the definition of "capitalism" really tells the "ism" story. ... The definition is worth remembering ... "If a man had two cows, under the different forms of government, he would do the following: Socialism—give one cow to his neighbor. Communism-Shoot one cow, milk the other, give the milk to the government and the government would sell it back to him. Nazism—The government would shoot him and take the two cows. New Dealism-Shoot one cow, milk the other, and pour the milk down the drain. Capitalism—Sell one cow and buy a bull." Fair enough?

# MEET THE PEOPLE...



# NE hundred years of service to the Los Angeles Railway Corporation has been completed jointly by Charles Vernon Means and William Russell Cavett, Mr. Cavett having been with the Company just thirteen days longer than Mr. Means inasmuch as he began his term of employment on September 1, 1894, while Mr. Means started September 14 of

can look back on years crowded with events—years in which each gave the highest degree of goodwill to his work.

Before Mr. Henry E. Huntington acquired the Los Angeles and

the same year. Both of these men

ton acquired the Los Angeles and Redondo Railway Company in 1905, Mr. Means had served in nearly all capacities of its Engineer Service, Train Service, and the Steamship and Train Offices. The rostrum of officers in 1905 listed C. V. Means as Assistant General Freight and Passenger Agent, and in 1913 he was made Traffic Manager.

The most exciting events occurring during his years with the Company, he tells us, were the melees between longshoremen and sailors in the late 1890's. At that time, freight was hauled from three wharves at Redondo, and Mr. Means and his co-work-

### WHO DO THINGS

By Jennie Bevis

W. R. Cavett, left, and C. V. Means, right, working proof that the first hundred years are the best.

ers would have to conduct business as usual, and this they were able to accomplish only under cover of the powerful jets of a fire hose.

Mr. Cavett's arrival in California reads like an adventure story. When just a boy he ran away from home and spent several years as an apprentice seaman aboard a merchant ship. On one of the voyages, the ship sailed around the Horn and traveled northward, docking at Wilmington. California looked like the golden land of opportunity, so the young seaman jumped ship and has been here ever since.

His experience as a sailor got him his first job with the railway, believe it or not, for while standing with a crowd watching a group doing some track work, the foreman turned and asked if anyone there could tie a bow knot. Bill stepped up and said, "I'm the man you're looking for. I can tie all kinds of knots."

That first job was as a repairman with the Mechanical Department, and on January 1, 1900, he was made Apprentice Foreman. On November 1, 1910, he was appointed Inspector of the Mechanical Department. His next appointment was as Inspector of Operating Equipment, which position he has held since September 1, 1932. Mr. Cavett has the



distinction of being the first Street Inspector that the Company had.

In the old days, cars in need of repairs were never pulled into the division. All the paraphernalia and equipment needed to get an ailing streetcar into service again was kept in the basement of a pool hall down on Commercial Street. So when repairs were needed, the Inspectors would race madly to the pool hall, grab up a brake shoe or whatever was required, and dash back to the ailing trolley car.

Doc Roby tells an amusing story about Cavett. Although Bill's hair was turning white, his mustache had the amazing faculty of staying dark, so Doc, full of rightful curiosity, asked the reason for this phenomenon. Bill's reply was, "My hair is twenty-one years older than my mustache." 'Nuff said!

#### FLASH

We were informed, after this story went to press, that Bill Cavett worked a stretch of 47 years without losing any time. We think you'll agree that that is something of a record.

# L.A.R.Y. Post 541, American Legion

By R. H. Manning
LEGIONNAIRE PASSES

It is with sadness that we report the death of our comrade Jerome "Jerry" Rich. Comrade Rich passed away on September 11th after an operation. Jerry was well liked over the whole system. He was born in Denver, Colo. in 1899, and came to the Los Angeles Motor Coach Lines in 1934 as a coach operator. He left the Company for awhile but came back in 1936 as statistical clerk in the claim department. and in 1937 was made Director of the Accident Prevention Committee of the Transportation Department. Jerry was appointed chief clerk of the Transportation Department in 1938, and in 1940 was transferred to the Claim Department where he served as clerk and, later, investigator, in which capacity he served until his death. The funeral ceremony was conducted by our Post, the colors being presented. Commander Roche and Chaplain Leasman offici-



Jerome (Jerry) Rich

ated. Comrades Brehm, Favour, Leasman, Manning, Nelson and Roche served as honorary pallbearers. Jerry was interred in the Sawtelle National Cemetery. The post extends its sin-

cere sympathy to the bereaved in their sorrow

To men in the Company wishing to join the American Legion we are publishing those whom you may contact at the various divisions. This month it's J. N. Ash, J. C. Crowley, and E. L. Swartz at Division 1, and Sixteenth Street men can talk to Leo Nowak, E. W. Cotterly, C. W. Agard, R. H. Graves, R. V. Gore, L. E. Weaver and W. J. Cadd, now with the electrical department. (Last issue gave the names of those to contact at Divisions 3 and 5.)

Comrade **R. J. Smith**, after a major operation, is improving every day in the Methodist Hospital.

Back up the veterans of World War 2 and vote YES on Proposition 1 on November 7th. This does not cost the taxpayers one cent and helps them buy their own homes the same as it has helped the veterans of World War I.

Next meeting will be held on October 17th.

# **CLUBBING AROUND...**

P. C. McNaughton, Secretary of the Employees Emeritus, reports that the armchair enthusiasts were glad to meet again after their months of vacationing, for on September 14th the gathering was perhaps the most appreciated and enjoyable they have ever had . . . Big feature of the day was the "Sunshine" orchestra directed by Mrs. Jane who also mastered the guitar. Mrs. Rupert played a new instrument known as the "Heavenly Harp," a table harp. Miss Rosalind Zabelle, lyric soprano of unusual ability, who was accompanied by her mother sang several numbers. as well as Mrs. Radeline Bell, contralto. and Mrs. Katherine Pew, also a contralto. Mrs. Macgowan, pianist, deserves high praise for her entertainment. Community singing brought an end to a perfect day, and all went home in a happy mood.

Commander Larry Staten invites all "eligibles" to the LARy Veterans Club which meets the second Tuesday of each month, 8:30 p.m., Patriotic Hall, 18th and Figueroa. 2nd Vice Commander Myron Taylor was appointed Adjutant to fill post left vacant by death of Comrade L. E. Thompson, and Comrade L. T. Campbell was appointed to fill post left vacant by transfer of Myron Taylor . . . You are eligible

for membership with the vets if you

have served under the colors of our country or our allies, regardless of whether you served in time of peace or war. For further details, see your division captains . . . The Los Angeles Railway Vets Club was organized in 1931 for ex-service men of the Railway.

Mrs. C. F. Thun, Press Chairman for the LARy Women's Club, tells us that on October 5th the Club enjoyed hav-

#### LADY, YOU'RE NEEDED BADLY

You can aid the fighting men tremendously by giving a few hours every Tuesday to the Red Cross Auxiliary of the Women's Club. And you don't have to be a member of the Women's Club to participate. An abundance of machine and hand work is to be done. Why not start next Tuesday, between 10 and 3? One block from the Pico car line. 962 West 12th Place (Division 4). Bring your lunch, and tea and coffee will be served. For further information, call Mrs. E. V. Athenous, Red Cross Chairman, HO. 7605.

Remember—the war is not yet won.

ing as their Guest Speaker our own Miss Emma Quigley, whose topic was "Post War Adjustments for Women in the Home." Mrs. C. H. Lewis was hostess for the Dime Luncheon . . . On October 19, Mrs. A. C. Stover will be the hostess for the Dime Luncheon at 12. 1:15 is the time of the business meeting, and at 2 a play entitled, "The Meeting Will Come To Order," will star Mrs. A. H. Heineman, directed by Drama Coach Mrs. J. F. McCormick . . . And on October 26 the women will meet at 12 for the Dime Luncheon, followed by a card party with prizes. Mrs. M. S. Thomas will be chairman, and Mrs. A. H. Middleton, hostess . . . The U.S.O. ladies served at the Union Station from 1 to 6 October 10th. Good work, ladies. Chairman Mrs. L. B. Meek reports approximately 500 of Uncle Sam's men and women were served on September 12th . . . During the summer, the Red Cross Auxiliary turned in to Red Cross headquarters army and navy kit bags, blouses, shirts, overalls, baby clothing and quilts. This Unit needs you badly . . . The big "annual" of the year which the ladies are planning is the Christmas Welfare Party on November 18th. Plan now to come. Dinner served from 5:30 to 8. Entertainment and \$25.00 in door prizes. Tickets, 75c and 40c for children. This party is to help our own Railway families who are in need.

#### L. A. RY. POST 541, AMERICAN LEGION AUXILIARY

Marie Manning, reporter for the American Legion Auxiliary, stated that the first meeting on September 5th was well attended. President Betty Roche appointed the following committee chairmen-Bettie Leasman, Americanism and Salvage also Rehabilitation. Distinguished guest and Cooperative Sales; Ann Charlesworth, Membership, Poppies and Employment; Lona Davis, Past Presidents Parley and National News; Mary LaBarre, Pan American; Marie Manning, Press and Publicity, also Radio; Betty Roche, Legislation. and Inter Unit; Esther Wickham, Child Welfare; Mary Favour, Community Service; Edith Shaffer, War Activity; Madge Jennings, Youth Activity; Roy Jane Jackson, Junior Activity; May Walsh and Elena Detrick, Finance; Bedur Jones, Education.

Happy to report that President **Roche** is recovering after a major operation on September 18th.

Our membership chairman is offering a prize to the one who brings in the most members, so to the eligible ladies in the Railway, why not give your application to a friend who is a member?

Elnora Hart and her 17th District Ritual Team, officiated at our last meeting when a class of new members was taken in. President Betty Roche gave the obligation.

Every Monday is LARy's Unit's Day to sell War Bonds in front of the Loew's State Theatre. Members who care to help, call Secretary **Bettie Leasman**, RI-2007

Our hospital chairman reports taking candy and cigarettes to the boys. The Unit voted to adopt the same veterans this year, **Bill Christmas** and **Joe Truster.** 

#### PERSONNEL PARAGRAPHS

#### SAYS SERGEANT STORK

Sergeant Stork, cradle commando, boasts of six new arrivals around the Company. His first two deliveries were on August 28; first to the home of operator Fred and Mrs. Newbill of Sixteenth Street, where Edna Deane was a howling success, and how; then over to Division 4 where he left a six and three-quarter pound boy named Jerry Gene to Mr. and Mrs. A. F. McCracken. Both parents are doing fine, especially the father. Another Division 4 daddy is George Fuller who telephoned the division one day and went on sick leave. Two days later, September 17, John Franklin was born to Mr. and Mrs. Fuller.. Two days after that, George called the division and said he would be back as soon as he was able. . . . Shirt buttons are lying all over the floor at the L.A.M.C. Lines. Plant Superintendent George Troutwine became granddaddy for the first time on September 9 when Lillian Grace Toland presented herself, weighing five pounds, fifteen ounces. Lillian's father is Sgt. Monte Toland, who is stationed at Dayton, Ohio. We hope he will see his daughter very soon. On September 18, Murl Ruhl of the Vineyard mechanical department had pride written all over his face because Phyllis Marie made him a daddy. A day later Vincent Balzarette, also of Vineyard mechanical, showed signs of chest expansion when he was presented with a son. Sgt. Stork's last delivery was to Sgt. George J. Trammell's wife, Helene, and the package contained Georgia, who was delivered September 30th. Sgt. Trammell hails from Division 5.

#### SAYS DAN CUPID

Romance claimed Division 1 and chose motorman R. K. Peters to say "I do" on September 25 when the preacher said, "Do you take this woman," meaning Hattie Danielson. Best wishes for your happiness.

#### CHAIRBOURNE COMMAND

Roll call of the Lazy Days Careerists found three new members answering "present."

James McDonald Wilson retired on September 1st after spending most of his days with the Company at Division 3 as a conductor. He began there in September of 1918 and in 1939 was appointed to a pension job. Mr. Wilson resides at 1425 Alvarado Terrace, Los Angeles 6.

Another rear platform man is **James** Leroy Carnine who became a lazy day careerist on September 12th. In 1920 he started working at Division 4 as Conductor, and was transferred to Division 1 in 1939 in the same capacity. Mr. Carnine can be found at 344 So. Fetterly, Los Angeles 22.

Joseph W. Sharpless, of the Los Angeles Motor Coach Lines, was retired on September 15th. In 1923 Mr. Sharpless began his duties with the Company as a clerk in the auditing department, and about a year later went over to the Los Angeles Motor Coach Lines to be their Chief Clerk. He lives at 724 N. Mariposa, Los Angeles 27.

To the above warm and sincere wishes of your friends go with you for a most enjoyable life ahead. There's only one thing we ask. Don't let your lazy days careers interrupt any visits back to see us.

#### THE LAST TERMINAL

George H. Ross passed away September 12. He was born May 30, 1888, in Cherryvale, Kansas, and came to Division 1 in January of 1927 as a motorman, in which capacity he worked throughout his association with the Company. In 1930 he was transferred to Division 4, and in 1943 to Division 5.

Port V. Mathews, Division 5 motorman, reached his final resting place September 15, at the age of sixty-four. He joined the Company in 1906 as a motorman out of Division 2. He later was made an instructor in the transportation department, and went back to Division 2 in 1921. The special

agent's department made him a checker in 1923, and in 1930 he went back to Division 2. He was transferred to a motorman at Division 5 in 1932.

Arthur A. Hackworth, another Divison 5 motorman, passed away September 18. He was born in Saquashe, Colorado, in 1898. Mr. Hackworth had been at Division 5 since June 30, 1944.

Edwin B. Kennett, Senior, passed away September 22 after being with the Company since 1928 as a car repairer at Division 5. He was born in Brighton, England, 1881.

Jonas R. Eliassen of the Special Roll passed away October 1. He was born in Stavanger, Norway, in 1862, and came to the Company in 1907 as a sub-station operator in the power department. Mr. Eliassen became a member of the Special Roll on October 1, 1932.

The sincere sympathy of friends and fellow employes is offered to the bereaved in their great loss.

#### **APPRECIATION**

From the **Fitzgerald** family and **Mrs. Florence Hackworth** and family the Company received messages of thanks for the expressions of sympathy extended to them at the time of their sorrow.



A. R. Boustedt

#### MORALE BUILDER, A. R. BOUSTEDT, DIV. 3

"In this war time when no one seems to have time for his fellow man. everyone so nervous and high strung. and no one seeming to put himself out to be kind or helpful, it was a wonderful treat and surprise to board a No. 5 streetcar on September 9 and have a conductor who called every street in a plain, clear voice. If there were a connecting car or bus he called it, too. I am not a stranger here, but I just thought how wonderful it must have been for service men and women and strangers not to have to try to catch a street number or sign to tell them where they were or where they should get off to make connections. I could have stayed on that car for hours just listening to him. He never spoke to me or I to him, but I, even in peace time, never rode on any car anywhere with a conductor as efficient as No. 2128.

"Please, in some way, let him know what one rider in Los Angeles thinks of his fine work, and tell him to keep it up. I hope to ride on his car again sometime just to hear and see him execute his duties. It lifts one's morale and weariness 100%."

Mrs. Ruby Emerick, 4114 So. Brighton Ave.



MEET THE PEOPLE.

#### ORCHIDS FOR THESE

**K.** Crownover — polite and gentlemanly.

C. O. Griffeth-very kind.

L. Sparks-cheerful personality.

I. H. Stewart-kind and careful.

#### Division Three

S. Huddleston—polite and courteous.

C. W. McCullough—exceptional.

#### Division Four

L. Brown—uses discretion.

R. S. Lenoue-alert.

#### Division Five

R. N. Anderson—helped blind man.

B. A. Bersech-—-courteous and efficient.

J. L. Donnelly-honest.

J. A. Wear (3)—kind acts.

#### Diesel Pilots

E. W. Cotterly—well liked.

G. W. Hunter-handles crowds well.

O. W. Boyce-explains directions.

H. D. Jorgenson—good natured.

C. Ruckman—good driver.

Gertrude Sawicki—diplomatic.

E. J. Sayre (2)—considerate.

N. F. Schiff-dependable.

W. C. Stange-deserves praise.

J. M. Varnell—helpful attitude. Ann Schulz—quite outstanding.

#### ROYAL ROYLE OF DIV. 1 AVOIDS "IAM"

"May I express my admiration for the way your motorman No. 1841 avoided a collision with a careless driver who cut in across the tracks ahead of us. A man with less skill and quickness of thought would probably have participated in an accident.

"The car (an 'S' I think; may have been an 'R') was crowded, as per usual, thanks to Mr. Vinson and Washington trying to regulate us. I was standing very near the motorman whose number I took from the button badge he wore, and had there been 'a jam' this man would not have been to blame for he had the right of way.

"Have noticed his courtesy when a passenger on his car before, and feel we passengers owe him and you an expression of appreciation for such excellent service, often under very trying circumstances."

Miss Jessica F. Foster, 314 So. Alexandria Ave.

#### A BOOST FOR L. F. BEESON, DIV. 4

"I hope this is a boost for this one-man car operator. I boarded a 'J' car, eastbound at Fourth Ave. and Jefferson with operator No. 1086. Six or eight people got on. I gave him two one dollar bills, and in the rush forgot to get my change (50c). He, looking three or four ways at once, also overlooked it.

"The following Sunday, about the same time, I got on the car and bought another pass and remarked to the operator that the Sunday before I lost 50c by not having right change. 'Oh,' he said, 'you are the guy, are you,' and gave me 50c. Probably his cash was 50c over at end of run or something."

Charles G. Kibbe, 3620 Fifth Ave.



L. F. Beeson

#### "PRIZE" OF L. A. M. C.— E. H. WHEELER

"I would prove as unappreciative as the general public should I not commit myself of drawing to your notice 'the prize' you have on your pay roll in bus driver No. 657, bus No. 3919, which stops at Vermont and Third

"Yesterday, I was a passenger on 657's bus. The patient, coherent directions he gave to a stranger desiring to go to Hollywood, and his humane interest in confusion when one is not endowed with a natural sense of direction were genuinely admirable.

"It overwhelmed me to witness such easy courtesy and readiness to assist. It will not be amiss to give No. 657 a pat on the back—he is very deserving."

Miss Luella Willard, Willard Hotel,

# WHO DO THINGS RIGHT



# COME KITTY, KITTY

Two streetcar stories broke this month and two of our men came into the public eye. One was the chap who gave up the battle at Eighth and Broadway because of an altercation with a passenger, and left the car standing. He made the headlines and the news wires because the situation was funny. His story made the rounds, but the tale which will be remembered by all who heard it is the one about the big motorman who got down on his hands and knees and spent several precious minutes enticing a small, woebegone kitten from beneath the trucks of his big streetcar. Here's a letter from an eye

"I would like to take this opportunity to commend one of your motormen. His cap number is 2946 on train run No. 7 of the "8" line (W. H. Langdon). At approximately 6:45 a.m., he stopped and removed a small kitten from under the front trucks of his car, and took care that the kitten was in a safe place before starting again.



W. H. Langdon

It was such a small kitten and such a small act, but it shows, on his part, that there are still some people with a little kindness left in their hearts.

"I have noticed, on more than one occasion, the friendliness and courtesy of this gentleman, so I just want to send on to you the feelings, on that car, of all of us that saw the incident."

Bob Hastings

1316 W. 54th St.

### BUT WE'RE NOT ALWAYS RIGHT

#### Could Do Better If He Tried

"You have a man on the shuttle line who is not serving the public as well as he might.

"He has kept me standing to wait for a transfer, even to the end of the line where he reluctantly hands it over, upon second request. He has refused to stop for people with passes, and has pulled out when people are but a short distance away. ...

"Can you transfer this man to another line?"

#### She Signed It . . .

"While riding downtown on the "7" car, I had occasion to observe the discourteous and some nearly insulting remarks and actions of your operator -. He seems to think that people should get on and off the car when he sees fit. When I boarded there were two people running to catch the car. This operator closed the doors when they were about twenty feet away, saying that they would have to catch the next car as he was late. The rest of the way down town the ringing of the buzzer would usually incite some insolent remark. When taking down the operator's number, he suggested that I be sure to sign my name. I believe you will find the signed name and address correct."

#### War Worker vs. Trolley Pilot

"This morning at 1:20 a. m. a group of women, including myself, who work the swing shift in a defense plant, were humiliated and verbally abused by one of your employes. He deliberately pulled his car across the intersection though he saw about fifteen of us waiting in the zone. He discharged passengers there, and though some hollered to get on, he slammed the door and left a number waiting. Some of these women live quite a distance away and some are past middle age. After doing a hard night's work they had to stand on the corner and wait or else walk home.

"We had to wait until this man made his next trip as his car was the next to come. When one of the ladies told him that she would turn him in he further cursed and said to a soldier standing by him, 'They are going to turn me in. It will cost me something, but it's worth it.' And then he said to this woman, 'I'll give you your transfer and return your dime if you don't turn me in.'

"Is it necessary that we must take abuse and uncouth and vile berating from one of your employes?

War or no war, I can't see why the public should be subjected to such abuse and lack of consideration."

#### Lots of Fun???

"I should like to report an incident on the Sunset coach in which one of your women drivers was involved.

"A large young man who had just taken a picture of the front of the bus boarded at the bus stop east of Sixth Street. He sat behind the driver and they carried on an animated conversation until I got off at Third. She called most of the stops while talking, and at Alvarado called it out of the corner of her mouth while crossing the street. in the middle of a sentence. It was barely distinguishable, and I sat on the side seat near the front door. At Eighth and Rampart a woman came to the front of the coach and asked the driver if we had reached Alvarado yet, to which the lady received some very rude remarks. To add to the lady's embarassment, the young man joined in with the driver and made fun of the lady for a couple of blocks. The driver refused to give her a transfer and said she would take her back if she had time."

# **Blood Bank Express**



The Blood Bank Express takes off from Division One, loaded to capacity with trolley pilots. Though most of the faces are indistinct, we can make out the following: D. D. McClurg is operating the car with F. R. Nelleman looking out the front window. Inspector Darling stands behind E. R. Holden in the doorway, with Inspector Vickrey just below them. Behind him are J. C. Allison and J. C. Berrell, and the others are too indistinct to identify. On the ground we have Paul Rowley, Roy Haslam, L. R. Beverage, Ed Urban, M. S. Buck, and M. J. Smith, Jr.

THE plasma battle is finished. The contest between the Trolley Pilots and the Milkmen closed October first with the dairy industry leading by some 60 pints. As Hank Mann, Secretary of the Transportation Union and Chairman of the Blood Contest Committee, so aptly put it, "We lost but we went down bleeding."

Other Union officials giving unstintingly of their time in this great cause were D. D. McClurg, Paul Rowley, R. C. Haslam and Joe Prutsman.

Both champion blood donors hail from Division Five. They are

WILLIAM VON BRAUN Winner



W. Von Braun, who is a two gallon man, and F. J. Donnelly following with 11 pints. The contest disclosed many gallon clubbers among the employes, and one half million application cards were distributed by us which will filter into the Blood Bank for some time to come.

#### **IMPORTANT!!!**

If you know the addresses of any of the following servicemen, please contact TWO BELLS immediately.

George L. Barron Truman M. Baysinger Virgil M. Burrows Odie H. Burton Timothy H. Chubb Earl L. Cross Bernard S. Diliberto Earnest W. Erickson Albert R. Galloway Jess A. Gutierrez Donald F. Hammill Victor P. Jensen David R. Mevis Allen S. Miller, Jr. Max E. Myers George E. Potter Jack H. Prickett Tranguilino Rodriguez James W. Smith Floyd W. Starkey

# NEW S

#### SIXTEENTH STREET EXHAUST

By Emogene Rippert

Charles Bouma is back at work, having recovered from a severe accident.

Word has been received that Bob Coenen is still in the heart of Texas, but not for long, as he hopes to be shipped overseas within a month.

S. O. Boen is the proud father of a baby daughter, Anita, born August 2nd.

Our sympathy is extended to Edwin Kennett, whose father passed away recently.

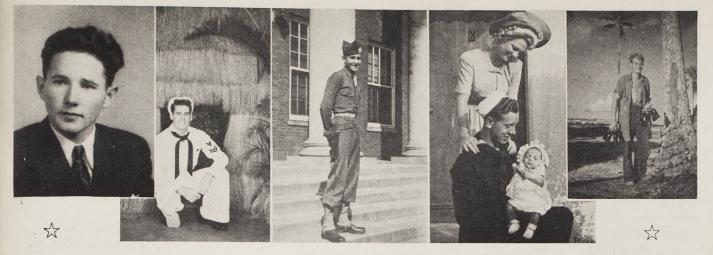
Major Milton McInally recently celebrated his anniversary by sending his wife orchids. McInally is still in England.

T. Buck was not only robbed of his money on the night of August 12th, but they took his shoes, too.

Earle Wetzler is taking some time off due to an operation on his knee. We wish you the best of treatment, Earle, and a speedy recovery.

Paul J. Stealey
Herbert E. Stith
Richard E. Strech
Richard B. Templeton
Dan E. Thomas
Arthur B. Thompson
Emilio Uribe
Robert B. Wynne
Donald D. Yates

L. A. M. C. Benjamin H. Blunn James W. Irby Harold E. Ivie Irving C. Jacobs Henry V. Prewitt Lauren W. Wiley



OUR NEXT OF KIN

A lineup of a few of our brothers and sons in the service. From left to right: W. Neil Kanawyer, seventeen-year-old son of Mrs. Dorothy Kanawyer, Telephone Operator. Neil enlisted May 8 and successfully passed the "Eddy" test. He has been sent to the Naval Training Station in Chicago for further training in radio. The Pharmacist Mate 2/C is Francis L. Humberger. Since this picture was taken Francis has become a Pharmacist Mate 1/C and received the Bronze Star Medal for rescuing eight Marines under fire on Bouganville. He is now at home fora well deserved rest, visiting his father, E. G. Humberger of Division Four, and his stepbrother Bob Williams of South Park Shops. The tall, good-looking aviation cadet is Daniel R. Healy, son of Dan Healy, Assistant Chief Instructor. Daniel is at Fort Myers, Florida. Radioman John W. Knight meets his five-months old daughter Charlene for the first time. John is the son of Jack Knight of the Carpenter Shop. This picture is proof that Charlene certainly has a heritage of good looks. The sailor with the cokes is Lewis Mackenrath, Ph. M. 3/C. This picture was taken somewhere in the Admiralty Islands. Lewis is the brother of Bobby Palmer of Sixteenth Street, one of our lady mechanics.

Sam Turner is spending his vacation enjoying the first furlough of his twin sons.

Emmett Veil, foreman of the wash rack, spent his vacation at home, but enjoyed part of the time in the country.

Eugene Cobb went hunting on his vacation, but came back only to hit the jack pot.

Lt. (jg) K. A. Holmes, son of G. A. Holmes, Storekeeper at the Garage, was presented with the Navy Cross and a citation which reads in part: "For distinguishing himself by extraordinary heroism in operations against the enemy as a pilot of a dive bomber during the attack on the Japanese Battle Fleet on June 20, 1944. Lt. Holmes pressed home his attack against a cruiser of the Chokai class in the face of intense antiaircraft fire of all calibres, including battleship main batteries and strong aerial opposition." Mr. Holmes has three more sons in the service, all on active duty. If you have an August, 1943, TWO BELLS around, you will find pictures of three of Mr. Holmes' sons on page

#### THE HILLBILLY BOYS

By L. B. Meek

B. W. Terry is breaking in as extra receiving clerk, filling the vacancy left by T. C. Isbell, who is now night cash receiver at Division Five, and Mrs. Hamill is now acting as Clerk's assistant on our office staff and doing a swell job of it, too.

The boys on the "D" line are very happy over the H-4 type cars which are scheduled to them on Saturdays and Sundays.

Mr. Bodley was very pleased to have E. C. Haskell, on leave from the Navy, spend part of his time operating a car.

We have received word from Howard T. Deane, through his father, that the bomber group he is attached to, serving in Italy, has received a Presidential citation.

Glad to see Kay Elliott and Ruth Maynard up and around once more. Both of these ladies have recently undergone severe operations.

Harry Russell, Transfer Clerk, has been on the sick list for quite some time. He visited us the other day and looks much better.

The sympathy of the entire division is extended to Operator C. G. Ficklin, whose son-in-law was killed in a bomber crash, and also to Motorman J. B. Martin, whose nephew was killed in the same crash. Both of these boys were gunners on a bomber.

G. I. Joes, Charlie Fooshee and Lloyd Breckbill are home on furlough from training camp in Texas. Both boys looked wonderful, and say they are "raring to go." Probably their next move will be across the water.

Joe Collins, formerly a member of this division and a brother of Tommy Collins of this division, also in the service, paid us a visit after almost two years of active service. Joe has had quite a bit of experience having fought through the Tunisia and North Africa campaigns. 160 miles north of Rome he met one of those things which had his name on it.

# OVER THE SYSTEM

By Ed Bliss

"Get a load of the loaders," said the editor, so yours truly went out to do it. The loaders are the supermen of our system. They work quietly and efficiently at most of the busiest intersections, keeping the streetcars rolling. What a great help they have been during this emergency. Without them service would slow up, congestion would mount and an ordinary trip through town would be a traffic jam—par excellence.

Have you ever read the requisites for that job? First, they must be not too young and yet not too old. They must have just enough "oomph", not too much "woo woo", and a sprinkling of "tch tch" to satisfy the chronic complainers. They must know the results of the fifth race at Belmont, whether Detroit played today, the progress of the war on all fronts, whether Dewey or Roosevelt is speaking tonight, on what station Pepper Young's

EVERY INCH A SAILOR
Kenneth Matherly is a radio operator
on a submarine and has been in the
Navy since last October. His mother
is Mrs. Geneva Matherly, secretary at
the South Park Shops.



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Family can be heard, as well as to be ready to answer that age old question, "Does this car take me home?" And most important, they must be able to speak English in 549 different dialects.

L. S. Bradt (Seventh and Broadway) is a veteran of many strange encounters, but the other day he had a new one floor him. He overheard two elderly women discussing how physically handicapped persons were helping out in the war effort. One of them put her mouth right against the fare register hanging from his neck and said sweetly, "I'm right sorry to see anyone that has to wear one of them things to hear with."

B. B. Pontius (same location) promptly headed for the southeast corner opining that that called for another cup of coffee. The waitresses are so used to Ponty coming in, they keep a cup "saucered and blowed". While he was away, Harley Grush and J. R. Butler were arguing themselves blue in the face with a lady who wanted to show them her pass as payment for her young daughter (age 6) to travel unaccompanied to the end of the line while Mother continued with her shopping, still retaining the pass, of course.

A new arrival to our city approached V. E. Munyer at the Union Station shouting, "Look at de boid, look at de boid." Munyer corrected him, explaining it

(Continued on Page 23)

#### BUILDING BLUES

By Jennie Bevis

Cupid hit the jackpot this month with two weddings! And the Navy scored another victory when Barbara Davis, of Mr. Mc-Gurk's office, became Mrs. Samm. The new bridegroom is a sound detector, at an important and exciting Navy post. The Army, not to be outdone, claimed the other bride, Thelma Carlson Faircloth, one of our two new elevator piiots. Thelma hadn't been piloting an elevator for Lary very long before she set an excellent example for the rest of us by giving a donation to the Blood Bank. Blonde Maureen Hunt is the other new operator.

Laryites are still vacationing. Mary Williams went to Twin Lakes for some fresh air and sunshine, and returned with a glowing suntan and French bangs, both of which are most becoming. Jean Johnson of the Valuation and Tax Department traveled to Northern California to spend her vacation with relatives in Wasco and Watsonville, where the furnaces were going night and day while we sweltered in the heat down here. Jean also visited Carmel, Santa Cruz, the Big Basin, and San Jose, which is really getting around. Ada Jermy chose the higher altitudes of Crestline in which to relax, and she reports that even at that height, she was barely above the "smog", as the newspapers have termed our weather phenomenon. Mrs. Alice McKinley was another Northern California vacation enthusiast when she took a jaunt to Fresno. Mr. C. E. Morgan returned from his yearly expedition to Wisconsin where he caught his usual quota of fish.

Another distinguished Lary relative in the Armed Forces is the husband of "Bunny" Hare. Major Hare is in the Army Intelligence where his remarkable ability to speak seven languages

finently serves his country in good stead. He has been in plenty of action, too, and has been wounded several times.

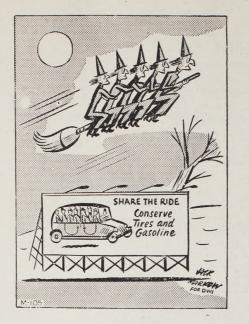
By now some of us may have gotten over the shock of Jerry Rich's death, but none of us will ever recover from the loss of his warm personality and ready friendship. His presence will be missed by all of us in all departments for many years to come.

Harry Tibbils of the auditing department decided he would like to hie away into the hills, so he is buying a mountain ranch near Medford, Oregon, where the streams are full of trout and geese darken the sky. After nearly fourteen years with the company in the auditing department, Harry says the only auditing he will do is to count the fish and game.

Of late Flagman J. T. Albright has been offering a rather lonely expression on his countenance, but his explanation answers our curiosity. His wife, Nancy, had a stroke recently, and must convalesce at Fillmore, California. We hope she will soon be well and be back with you again, "J. T."

The family of E. E. Loop is certainly in this war in a big way. Besides countless nephews in the service, his two daughters refused to stay at home when their husbands joined the Armed Forces. Daughter Laura Frances Dixon, whose husband is a staff sergeant with the Army overseas, became a lieutenant in the WAC and is now Assistant Personnel Director at Fort Monroe. Daughter Mary Loop Thornton is down at North Island, San Diego, and is a private 1st class in the Marines. Her husband is somewhere at sea doing radar work in the Navy.

We are sorry to hear of the death of Mr. H. C. Herr, the father of Miss Ethel Herr of the Electrical Department. We offer our sincere condolences.



#### FLUID DRIVE By R. O. Benentt

Have just finished my third day spent at Metro Goldwyn Mayer Studios with Lee Sires. We had old double-deck 1012 on the set. It is being used in the picture titled "The Clock" starring Judy Garland and Robert Walker. Fellows, here is one place they seem to pay the most to the one who loafs the hardest. In case you see the picture and can't see the driver, it is none other than your old co-worker, Lee Sires, at the wheel.

We wish to congratulate Ray Davies on the nice Victory garden he raised this summer and for the prize he received from the Company for his efforts.

Our apologies to J. W. Baker, who spent three months in the hospital and scarcely had a visitor. "Sunny", we are more than glad to see you are back on the job and sincerely hope you forgive us.

Bill "Pappy" Lewis dropped in at the Division to say goodbye before going overseas. He is in the Army Transportation. Goodbye and best of luck, "Pappy".

Vince Courtney was also in to see us a few days ago and is looking fine. The big fellow is stationed at Port Hueneme.

H. C. Vespa, No. 252, surely deserves a pat on the back for his perfect record with the Company. He is now going into his second year without an accident. Fellows, this goes to show it can be done.

N. L. Atkinson came into the Division with one of those deer hunting stories you often hear a round hunting season. He claimed he shot one of the largest deer ever seen in the Rocky Mountians, but the brush was so thick he couldn't get to it to bring back the evidence.

Fellows, did you hear about the big blonde girl on Alvarado who is teaching one of the operators how to crochet and knit? Charlie Ports and I know who he is but we wouldn't tell.

R. L. Griffith B.M. 1/c writes us that from where he sits it is quite hot, so I take it he is again seeing some warm battles.

W. W. Webb is now on the sick list, but hope he will be back by the time this goes in print. We miss his everlasting good humor.

G. I. FROM SIXTEENTH
Thomas Fletcher, who was inducted in
May of this year, sends a picture proving that Army chow has not hurt him
in the least. He is the one on the right.



# CIGARETTE VENDING MACHINE CO.



"Now, you're certain that this is a GOING Business?"

#### YARD BIRDS By L. F. Sparks

Derrick Operator Elmer Mitchell visited Ensenada, Mexico, while on his vacation and returned with several souvenirs—two dollar bills. He reports the fishing was excellent and plenty of big ones.

Foreman Jack Fisher is combining his vacation with a deer hunting trip. Jack usually has good luck or else hunting skill for he generally brings home one or two bucks. It's a good way to save ration points if you can get the gas.

Foreman E. M. (Mac) Cavanaugh took a quickie trip to San Francisco to attend a V.F.W. Cootie meeting. Having no gas he went on the Santa Fe and reports a very pleasant trip.

The boys around the Yard have received several letters from former Switch Repairer Frank Bradley, who resigned after some twenty years to go in the ranching business, near Santa Ysabel. Brad is raising pears and apples and is very busy now with his harvesting, but not too busy to write to the fellows who write to him.

George Ramsey has lots of luck, some of it good. He got through an order for some new tires and tubes and drove home with his tire problems solved. While filling the tub for his evening bath he heard an odd fizzing noise and thought the water heater was acting up. Upon investigation he found, however, that one of his new tires was tired of life already and, like stale beer, was going flat. Maybe this Vernon air is too potent for synthetic rubber.

Carpenter Al Gettinger has returned to work after five and a half months on the sick list. Al was injured in a fall and broke his leg and several bones in his foot. While able to return to work he has to be off his feet part of the day, so he went into the carpenter shop for a while. He is getting stronger every day and it won't be long until he loses that extra fat.

Foremen Billy King and A. Medina are still on the sick list and can't say at this time when they will be able to return to work.

One of the Way and Structure Department's old timers is Sam Bevilacqua, who has put in thirty-nine years on the job. It is really longer than that as he went to work when he was fourteen and was fired for being too young. Three years later he was back, this time to stay. Sam came from sunny Italy when a boy, and has raised a fine American family but still likes a big Italian dinner, for which we can't blame him. Wouldn't mind a plate of spaghetti, half a chicken and a bottle of wine right now.

Gone to lunch!

#### SOUR GRAPES FROM VINEYARD

By "C. P." Hunt

There's an old saying that if one doesn't toot his own horn no one will hear him. Perhaps you have a clarinet or a bazooka or a piccolo which you would like to put into action. If so, contact G. I. Battelle, Operator 867, who is trying to drum up an orchestra. Maybe an orchestra would start Company dances moving. Maybe the Company dances would get all the jitterbug blood out of the operators, and in the long run our coaches would cease to vibrate when they are out on the line.

"Sis" Dunbar, staff instructor (and formerly known as "sharp-shooter"), is keeping in practice by knocking off most of the poor little wabbits that inhabit the Mojave Desert.



OUT OF THE PEN AT LAST
And getting ready to go places, is this
lovely daughter of K. E. McDonald of
Sixteenth Street. She is year old
Patricia Sherron.

V. Calli, who underwent not one, but two operations, and H. J. Hames, with only a single operation, are both back working on the line. We are all glad that they recovered so well, and suggest that they watch their huddles—no stories about "my operation!"

The shining ivories that resemble those of the model for a prominent tooth paste ad you have noticed around the division belong to G. E. Connolly. He and Zimmerman, the man who hails no one on Western, can now chip ivories at each other. In fact, they can take them out and throw them if necessary.

Oh, the man on the flying trapeze or the girl with the tattoo—oh, what brings this on—what we are trying to get across is we do have a coachette who is well adorned with tattoos (up to the knees anyway). The reason for them is the same universal one—a dare.

Dick Tubb, formerly with the Vineyard mechanical department, was presented with an engraved gold watch recently by his colleagues in appreciation of his good fellowship. Not many men

CAPP HAPPY
Little John Richard is certainly pleased about something. Maybe he is talking about his daddy, G. B. Capps, well known for his schedule treatment on the "S" line.



#### LOOK OUT FOR CURVES

The story comes out from France that they have a southpaw who can throw a hand grenade that will curve around a pill box. We thought it might be one of our men, so we investigated and it turned out to be Salvador Burgos, former Switch Repairer at Vernon Yard and the famous pitcher on the Vernon Yard team. Sal was sent to England in 1942. The ball fans will remember him as the southpaw who won four straight games for Vernon Yard. Sal is the soldier in the middle.



can claim such honors.

Funny things happen on the front of a coach, and if an operator has the ability to observe and see the funny things, he or she can get plenty of laughs. A coachette experienced this one. A large woman boarded the coach during the rush hour. She just fit in the doorway, so she stayed there. Her dress was made of a large perpendicular striped material. The stripes were green and white. A passenger, watching the poor coachette trying to see around the lady, finally reached over and touched the large woman on the shoulder remarking, "Lady, if you'll roll up your 'awning' the coach driver can see out and we can get going." The "awning" moved to one side. The coachette saw that her doors were clear and everyone moved on laughing, even the lady with the large stripes.

Watch the sports activities of LAMC. The way they are moving, no team in any event will be able to top them. They are good, and they can be a great deal better if supported by spectators from their own home. Come on, LAMC, bolster them over the top.

#### LAST MINUTE FLASH

Frank Brim, of the Marines, received the Purple Heart for wounds received in a fight to the death with a very angry Jap. Brim hails from Division 5.

# By A. L. Davis

Wheeler Ellis, Car House 4, dashed madly to the express office a few days ago, and since that time has been wearing a smug expression that bespeaks of a venison stuffed interior. At least, give Wheeler credit for endowing the boy with the spirit of "Nimrod."

R. W. "Bill" Cavett, Equipment Instructor, is laid up temporarily with a lame back. We hope that it is not the weight of fifty years of continuous service in the Mechanical Department, which he completed September 1, 1944, that has caused the lameness. Long before this goes to press, he expects to get back on the job. Andy Duncan, Car House 4, is pinch-hitting.

R. M. Ells, Assistant Foreman at Car House 1, has been up in the hills looking for "red points" on the hoof. No report as to his success.

Frank Markley, Assistant Superintendent of Car Houses, returned recently from a sojourn in the High Sierras. It is reported that he went up there to catch up on some of this year's back work in the invigorating atmosphere around Lake Mary. Don't know why he took along such miscellaneous equipment as salmon eggs, angle worms, butterfly net, fishing pole,, etc., but when a

man goes to the mountains "to work" you can expect most anything. He advised me that the fishing was good. A native, I believe, relayed this information to him.

Lee Sherrill, afternoon assistant Foreman at Car House No. 1, spent a weekend deer hunting, but brought no evidence around the car house of his ability.

There is still time to provide for your winter vitamins, so if you haven't already made your fall garden, better oil up the spade and get busy. Broccoli, lettuce, carrots, beets, radishes, and onion sets can still be planted. They won't grow quite as fast as in the summer, but if started soon should provide good eating in the coming months.

All the employes at Car House 1 extend their sincere sympathy to Grant Braaten and family, as his father recently passed away.

Tom Cosgrove, Car House 5, who was first employed in 1901, has decided to join the armchair command.

L. F. Wallace, also of Car House 5, is in the hospital for a tonsillectomy.

#### SHIPSHAPE

Life on the "S.S. Hunter" has been brightened with the addition of Gail Verlato, now apprentice seaman with the WAVES. Gail was Mr. H. E. Jordan's secretary at South Park.



# SHORT CIRCUITS By Walter Whiteside

Here we are again, this time to report a few last minute vacations at the tail end of the best season of all. . . . Walter Drummond enjoyed a stay at Sequoia National Park, doing a little fishing and hiking, but loafing most of the time. . . . C. E. Martin journeyed all the way to the wilds of Topanga Canyon to sit around and take things easy. . . . B. I. Boughton stayed home and rested, and after returning to work for a short while, he underwent an operation. At the time of this writing, he was getting along swell, so we will be looking for him back again. . . . Francis "Don Juan" Rogers traveled to Big Bear, then to Arrowhead, then back to Big Bear, etc., several times. We understand there was a blonde at one place and a rednead at the other and he couldn't make up his mind. Maybe it was the girls who couldn't make up their minds. . . . R. J. MacMillan enjoyed a swell trip and ultimate visit with his mother, who lives in Utah. . . Phil Klingelsmith slept until eight o'clock every day, then proceeded to Pershing Square for the free Victory House shows. It didn't dawn on him until the fourth day that the shows had been discontinued. . . . E. W. Bumbaugh, Sr., spent a few days in San Diego, and E. W. Bumbaugh, Jr., just stayed at home painting and roofing his house in his spare time. . . . E. Rios threw a lot of paint around, too, but he says his place looks better anyway, even if his first name isn't Michelangelo. . . . Manuel Martinez went South of the Border to Tia Juana. . . . W. J. Cadd fished in local waters and Frank Whittley just hung around home. ... Tom Hunter went fishing, too, and he reports that he caught ten fish! However, he wishes us to add the fact that not one of them was fit to eat.



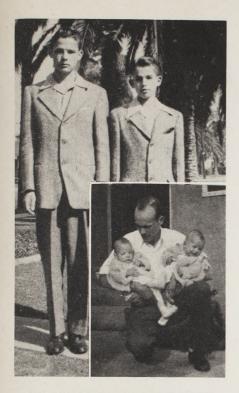
BOB HESTER
Lydia Hester, Clerk at Division 5, says
she works doubly hard to help keep
the L. A. Ry. rolling so that hubby Bob
Hester, machinist mate, will have a job
to come home to at Sixteenth Street,
where he formerly worked.

#### SHAVINGS FROM THE SHOPS

By R. S. Wallace

Jack Herbert, son of G. H. Herbert, carpenter at the Building, recently returned to the U.S. and is now located at the Palo Alto Hospital for treatment. He was wounded during the invasion in June. He was home on a short leave before returning for further treatment and the period of convalescence. In appreciation of Jack's heroic sacrifice, the employes at the bank where Jack formerly worked set aside September 14th as "Johnny Herbert Day" to give blood for the Blood Bank.

The following incident is not "For men only," but it occurred in that portion of Division 2 Car House designated "For Men Only," and it has reference to that manly sport so loved by Old Rip Van Winkle. It seems that one of the members of the Victory Bowling League felt that his score was so low that it wasn't doing his team much good, and in order to hold his membership and dignity he wished to improve. So he chose a man with a nice big



ONE GOT TO THE TABLE FIRST
Believe it or not, these two boys are twins. The insert in the picture is proof. They are John Kenneth and James Walter Funk. Mr. Funk is a clerk at Vineyard. He had just started to work for the Company when the twins were born.

bowling ball to give him a few pointers. They proceeded to the above designated location, and after a few words of instruction from his coach, he made the mighty back swing for the lunge forward. But the ball refused to reverse and proceeded on its merry way in the direction it first started. And what it didn't wreck in the way of crockery and fixtures isn't worth worrying about.

The Victory Bowling League is still rolling along. Mr. Orville Sconce of Department 20 will replace Victor Lee of the Stores Department. Mrs. Bernice Spitzer, our telephone operator, acted as temporary scorekeeper for the last game. Thanks, Bernie, for good assistance. Here's the latest scores:

	Won	Lost
Stores Dept	22	11
Depts. 6-9	17	16
Supt's Office	15	18
Depts. 10-20	12	21

# VIRGIL VENOM By Bill Ulrich

Hello again! Boy, is this writer glad to be back home at Virgil after the most hectic three months spent at the neighboring Vineyard division! . . . Some of the names new to this column are Moskowitz, Farleye, Schulz, Simmons, Moore, Bahr, Sperry, Garside, Williams, Bondurant, Yasbek, Bour, Hall, Spargo, McKinney, Marshall and Allen. Looks like I'm going to have lots of material to write on from now on... Roy (Slim) Lawson came charging up to me one A.M. and said his wife wanted to know why I call him "Slim". Now that she has mentioned it, I don't know. Stumped for the first time. . . . We are all glad to see Bob Selbo return to Virgil after serving with Uncle Sam. He will certainly help plug the gaps. All we can say is, "Welcome home, Bob, and may all your trips on Sunset be good ones." . . . One of the Wilshire boys ran a signal the other day and after studying the case, I found out that he was following a Sunset bus. The light changed to red while he was still behind but he saw a flash of green and went around the Sunset bus and through the red light. The poor fellow happened to be behind Ernie Tibbet, who was wearing that Irish green shirt of his, and after viewing Ernie's shirt at close range, anyone could make the same mistake. . . . Then we have Anderson reporting for work on his day off. You're right. He decided to work a run just to make Gil happy. . . . Saw Sid Chase at the doctor's office a few weeks ago and haven't seen him since. Hope everything is o.k., Sid. . . . Carl Smith—Smitty to you—has issued a plea for baseball players. Let's all get behind him and help build a ball club which will win games and give the company prestige along the

athletic line. Practice is from 9:30 to 12:00 on Sundays at Jefferson and La Brea. Let's go, Motor Coach! . . . Al Exner and a fellow driver were having coffee at Laurel Canyon when the other fellow jumped up and said, "Holy smoke! I'm due out a minute ago!" He dashed out the door madly and Al just smiled to himself, saying, "I'll have it easy this trip." Well, as the story goes, Al went out and got into the remaining coach and to his surprise he discovered the other fellow had taken his bus by mistake. When last seen, Al was chewing spikes in two. My motto is, "Don't let the other boys know where you hide your bus." . . . Forrest Musselwhite reports that his son. Donald C. Musselwhite, was recently home on a five-day leave. He was transferred from Roswell to Tampa, Florida, and is now a 2nd Lieutenant. . . . Also, Forrest Jr. has been transferred from Muskogee, Oklahoma, to North Carolina.

PHOTOGRAPHER'S NIGHTMARE Coach Operator J. M. Fulkman of Vineyard Division in a striking pose somewhere on Wilshire Boulevard. Fulkman is one of our old timers, having been driving coaches about fourteen years. The picture proves what coaches will do for a person if they don't watch out.









TOMORROW'S TROLLEY PILOTS

This cute lineup comes from three divisions. LeRae Eunice Sires is the blonde pride and joy of L. E. Sires of Sixteenth Street Coach. George Dewey Maupin, the boy in the center, is truly a supervisor at heart. His dad, Bill Maupin, likes to have his cars on schedule and George Dewey insists on having his eats on schedule. The other cute younster is Janet Marie Happel, daughter of Fred W. Happel of One.

#### **STREAMLINERS**

By A. C. Zakor

We observe with amused tolerance (sardonic disdain) the accusation of scribes Bill Ulrich and C. P. Hunt of "stealing" each other's "stuff". Ah me! One must occasionally forbear that penalty of fame which is sometimes known as plagiarism! Columnists Weinstock and Coughlin (they are good, too) experience the same difficulty, especially since they occupy desks next to each other.

While working the "N" line the other day, Ray Steele noticed a number of passengers who seemed to be in such a hurry to leave the car that they didn't bother to use the door. When he went back to investigate he found the roof of the car on fire and saw that the fire had burned a hole in the roof next to the trolley base.

After an operation by Dr. Crane, George Phipps was off for a month but is back in the harness again.

L. A. Card of Division 4 recently traded divisions with E. L. Kennedy of Division 5.

When R. E. L. Carroll was going by Temple and Edgeware, westbound, the other day, his supervisor asked him where his other trolley pole was. When he got out and looked he found he

had simply lost it. Later, the trolley pole was found on Adams Boulevard near the end of the line.

Orchids to John Haddow who has worked every day, without a missout, since he started as a trainman fourteen months ago, and that means without one day off.

H. F. (Hank) Ransom recently acquired a goat for his mountain retreat (and home) in Santa Susanna Heights. Said he expected to have some kids soon. It looks like the makings of a kid coat for the wife.

We just discovered another artist in our midst. In addition to caricature Artist J. W. Collins (now in the Navy), we have a new employe, Hamon F. Smith, who is very clever at portraiture. He can dash off an excellent portrait of the waitress while he eats his ham 'n' eggs.

Here's a new one. Line Instructor R. C. Todd telephoned Clerk Ted Latham that he had to appear in court that morning, so Ted notified Supervisor Bates that he would be unable to fill Todd's run and to ask Conductor C. G. Hauck if he would work straight through. Somewhere along the, line Hauck was not told at Burlington and Washington, and when he arrived at the relief point, Student Conductor

R. P. Miller got on the car, without his line instructor, checked the farebox reading and "ding, ding," away he went! Hauck didn't look to see if his relief had his numbers. Inspector "Dusty" Rhoades happened to board the car and saw it had no conductor, so he helped make change out of his pocket, using a pencil for a punch, meanwhile telephoning Ted Latham the news. Ted then grabbed a conductor at the barn, hopped in an auto and caught "Dusty" at Temple and Alvarado Streets.

Our idea of a soft job is being the conductor on the "roughedge" car. How about it, Mr. Haskell?

Best story of the month is about the trainman who went through the car after pulling in, and found a sweater at one end. He checked in, then made out a lost and found ticket which he attached to the sweater and handed to the clerk. After he arrived home he discovered that he had turned in his own sweater to the Lost and Found.

#### "ONCE OVERS FROM DIVISION ONE"

By D. B. Kohl

Most of you men will recall Fred T. McClendon, who piloted a Birney around in the good old days. He is now a boatswain's mate 1/c in the Navy. From his last letter, I would judge him to be in Australia. He says he is getting along fine and really enjoys TWO BELLS. . . . Received a letter from Private 1/c J. C. Thompson, another of our trolley pilots of the days gone by. He says he arrived, all in one piece, at his destination which is pretty hot. About 140° in the shade of a palm tree-and very few palm trees. . . . Another letter, this one from Pete Brezniak. He says he has traveled a lot since he left here and is now across the Pacific somewhere. TWO BELLS is the one bright spot in his life. . . . Transfer Clerk E. C. Hickey is enjoying his vacation this week by just resting and smoking big, black cigars. His place is being filled efficiently (except for the cigar smoking) by Miss Evelyn Lane, assisted by Mr. C. L. Farrah. . . . Clerk C. D. Burnett is visiting San Francisco on his vacation and reports the weather in the Bay City is ideal just now. A fine, patriotic Angeleno he is! . . . Operator G. E. Thomas is leaving for Kansas City, Missouri, to visit his father, who is very ill. We are all hoping that he will recover soon. . . . We regret to to hear of the death of C. J. Jacobs, whom most of you men will remember. Jake was killed in France while fighting with Uncle Sam's forces. . . . Motorman C. E. Forkner and Operator P. Scliffo are confined to the California Hospital and would appreciate seeing some of you boys in your spare time. . . . We extend a welcome back to some of the old timers who are now working with us again, namely, Louie Christoffersen, L. W. Wilson, and L. C. Cummings. . . George Hargrove, who has been in Africa for the past three years, is back on a short furlough. George is looking fine and says he expects to get back into the fight very shortly. Good luck, fellow.

#### OVER THE SYSTEM

(Continued from Page 16)

was a "bird". "Humph," replied the New Yorker, "it choips like a boid." C. C. Fee (same location) nearly came to blows with an old son of the Confederacy. It seems he detected a slight Yankee accent in Fee's voice.

W. G. Lloyd, who makes relief in the tower at Ninth and Main, when he isn't lining up Lockheed workers at Seventh and Santa Fe, has a perpetual fear of being stuck in the hole in the floor of the tower.

F. Hawley, who also makes relief in the tower as well as at the depot, tried to talk Mechanic Sherrill into carrying a can opener as part of his regular equipment "just in case".

For several years S. R. Harrington (HF) has been hopefully emoting as he loads "S" cars just in case one of those famous movie scouts happens to come around Santa Monica and Western. He has finally decided that his efforts are to no avail and declares that he has bought his last can of grease paint.

An elderly woman approached E. M. Kerns at Seventh and "Bullock's" saying, "I want a Russian book." Kerns sent her to the library. Soon she was back. "I want a Russian book, you know, 16 points for butter, 12 points for beef, Russian book." Kerns sent her to the O.P.A.

OPERATING RES			
AUGUS1, 1944 Vs. AUGUS	1, 1343		1944 Increase+ Decrease—
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) LESS:	1944 1,894,298	1943 1,741,262	Over 1943 + 153,036
DEDS: 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)	1,346,090	1,137,020	+ 209,070
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employees' Old Age Pensions and Unemployment	216.794	212,438	+ 4,356
Insurance) INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mort-	210,754	212,430	T 4,356
gage bonds and equipment trust certificates)	39,816	48,249	- 8,433
Total Expenses	1,602,700	1,397,707	+ 204,993
Leaves Net Profit or Loss	+ 291,598	+ 343,555	- 51,957



"Senator Snorg couldn't get train reservations to make his speaking tour!"

Maynard "Livy" Livingston is a fixture at Soto. F. Behnke is lost at Fifth and Broadway calling "J Car" after a "3" pulls up. H. E. Tierney and E. Y. Attaway run the Rimpau loop. Regular fare boxes are used at this location. Following a Sunday grind it takes three days for their right hands to stop twirling. We understand that extra loader A. E. De La Barra is looking for a beard. Says he is tired of people calling him "sonny."

The "Little General", H. J. Burke, still pops up at all the big events, but claims to enjoy Manual Arts students the best. He feels it takes him back to his youth. (Rather a long trip.) Perhaps that's the reason he gets along so well with the kids.

Let's hope that G. W. Moore and H. C. Hebert, both now on sick list, will be back again with us before this goes to press.

When you see a soldier on the street wearing campaigns bars, you know he has been through the thick of it. By the same token, when you see a man at an intersection wearing the band across his cap marked "LOADER", stand back and give him room, for before you is a hero of the home front, a man with fortitude, courage and a bountiful supply of the most exacting patience in the world.

