

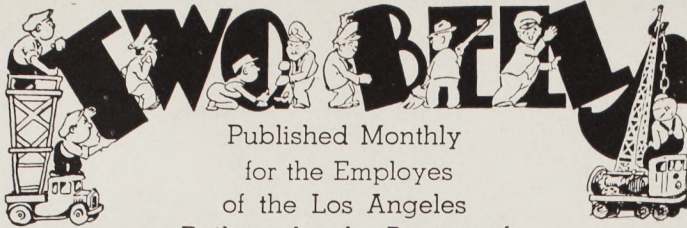


TWO BELL'S



SEPTEMBER

1944



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

Vol. 25 SEPTEMBER, 1944 No. 7

EDITORIAL STAFF SUPERVISION

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WOMEN'S EDITOR

Helen Fraser

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- D. B. Kohl Once Overs From One
- L. B. Meeks The Hillbilly Boys
- A. C. Zakor Streamliners
- F. Mason "V" Notes
- Mrs. Emogene Rippert 16th Street Exhaust
- R. E. 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
- Ed Bliss Over The System

PHOTOGRAPHY AND ART EFFECTS

Dave Packwood, Automobile Club of So. California (Cover); U. S. Navy (Page 5); Charm Magazine, and J. W. Robinson's (Pages 6 and 7); Arthur Pedersen (Pages 3, 8, 9, and 11).



G. I.'s For July

- Francis O. Cassidy Opr., 16th St.
- Burton L. Hendrickson Mot., Div. 3
- Donald A. Hanna Opr., 16th St.
- Robert A. VanCise Mech. Help., 16th St.
- Charlie E. Beal Mot., Div. 4
- Edgar C. Johnson Electrician, South Park

RETURNED FROM MILITARY DUTY

- Wredos A. Clapp Mot., Div. 5
- Stars in L. A. Railway Service Flag 524
- Stars in L. A. M. C. Lines Service Flag 124

MISSING IN ACTION

- Marcus J. Lemley T. E. Nolan

PRISONERS-OF-WAR

- Paul Lewis R. F. Chesnut
- Jack M. Dark

IN MEMORIAM

- 1. H. F. Osborne 6. W. P. Cody
- 2. J. H. Baldrige 7. Antonio Hernandez
- 3. L. M. Kelsey 8. W. C. Thorman
- 4. L. G. Hume 9. L. D. Canatsey
- 5. Z. A. Barrows 10. L. M. Lininger

THE EDITORS OBSERVE

ANOTHER page has been torn from the calendar, another leaf falls from the tree of time. Days have come and gone, bringing sorrow and joy. Yesterday was just another day, while tomorrow holds promise of a new day. New days have been added to the American's colorful vocabulary, too. There's "D" Day, My Day, and soon "V" Day.

And we'd like to add "Z" Day. "D" Day has become symbolic for the passing of time. Letters coming from France are now datelined "D" Day plus 40, or 45, or 50. "D" Day will never be forgotten. And now comes "V" Day—the talk of the town. It's the day which will mark the capitulation of Germany—the Victory Day in Europe—and the

Allies intend to add it to their calendar soon.

Many people on the home front are planning for this celebration. Americans are like that—they plan for victories but never for war. There is talk of stores closing when Hitler is closed out. There is talk of bands, parades, all night whoopee parties, a repetition of the last armistice with elaborate additions.

But the war is not ended with the fall of Hitler—we're fighting the Japs, too, you know.

Complacency has set in since "D" Day. That's evidenced by the fact that the Blood Bank has been falling behind in their plasma quota. To date they are 36,000 pints of blood in ar-

rears.

The Trolley Pilots vs. Milkmen plasma battle gives you and me a chance to change that picture. Let's do it this month. As an added incentive, TWO BELLS is giving the two original cartoons (see Pages 10 and 22) to the two people who have donated the most blood to the Red Cross up to October first. What's your score? Send it to Room 601.

And when "V" Day comes, let's make it a day to knuckle down, to work harder, so that we can assure victory in the South Pacific. Let's stay on the job and finish the job.

Let's save our celebration for "Z" Day—the LAST DAY of ALL hostilities!

THEY KNEW THEIR ONIONS

Forty-six Los Angeles Railway farmers and farmerettes received War Bonds for their efforts in the Company sponsored Victory Garden campaign. The slogan, "Grow More In '44" was certainly adhered to by the trolley pilots, for not only did the back-to-earth movement produce Bonds for the gardeners to the tune of \$1,625.00, but nearly every contestant proclaimed the happy fact that he had purchased very few vegetables from the stores this year. The Government has estimated that 60% of all vegetables and fruit grown for home consumption is raised by victory gardeners. The patriotic effort on the part of the employes of this company was high above that percentage.

This is the second of such contests sponsored by the company, and most of the winners from last year repeated. The grand prize of a \$100 War Bond for the best garden over the system, was won by L. H. Walton of Division Three. His was a small home garden on the back of his lot, which was not more than fifty feet wide. His garden had been planned so that he had a continual succession of crops for harvesting. Fertilization and care of the ground brought perfect specimens of vegetables. His corn stood like soldiers and each stalk was the same height, measuring about eleven and one-half feet. Not a bug nor a weed was in evidence. His carrots, radishes, and turnips were properly spaced. Every bit of his

garden plot was utilized to give forth everything possible. Besides the garden, in his back yard he had room for a lawn and a garden walk, to say nothing of some rabbit hutches in one corner.

The second grand prize winner was C. S. Smith of Vernon Yard, who also won the Division first prize. Competition at Vernon Yard was very keen as nearly every person working in that department has some sort of garden.

The third grand prize was won by Mrs. Marian MacKenzie of South Park Shops, who also won her Division first prize. Mrs. MacKenzie did her own gardening. All that her husband had to do with it was wheel in the fertilizer. She truly has a green thumb.

Because of the exigencies of war, the celebration which was planned, (at which time all victory garden winners would have assembled in one place to receive their prizes), was cancelled. In-

stead the twelve Division prize winners dropped up to Mr. Harris' office where he presented each with a Bond and congratulated the group with a short speech, remarking, "It pleases me a great deal to present these Victory Gardeners with War Bonds. It makes me feel proud to know that the men and women of the Los Angeles Railway are putting forth so much effort to end this war."

WINNERS

GRAND PRIZES:

	Bond
L. H. Walton	\$100.00
C. S. Smith	50.00
Mrs. Marian MacKenzie	25.00

DIVISION PRIZES:

Building:	
Edward N. Bliss, Jr.	50.00
G. G. Scott	25.00
James J. Hickey	25.00
J. C. Wood	25.00

(Continued on Page 23)



CULTURISTS COLLECT

Above, left to right: G. J. Battelle (LAMC), Harry N. Hunt (Mechanical), C. S. Smith (Vernon Yards), Ed Bliss (Building), Mrs. Marian MacKenzie (South Park), President P. B. Harris, Emogene Rippert (16th Street Garage), O. Short (Division One), R. S. Davies (16th Street Coach), A. Dimitri (Division Five), E. S. Altenburger (Division Four), and R. C. Houser (Electrical).



CHAMPION

Mr. Harris presents the Grand Prize to L. H. Walton of Division Three.



VALIANT ALL

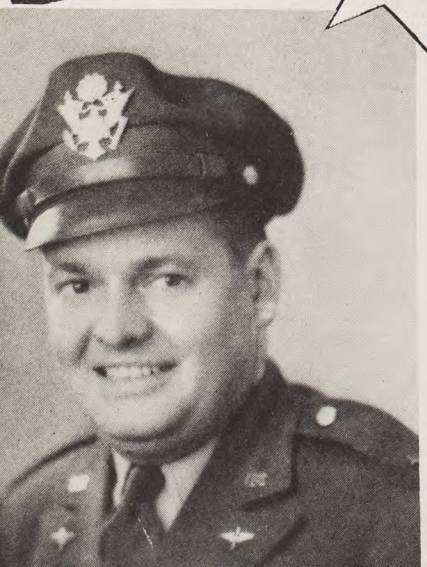
GOLD STARS

We regret to announce the deaths of two former buddies, Lester M. Lininger, left, and Laurence D. Canatsey, right. First Sergeant Lester M. "Les" Lininger is well known throughout the system. For many years he worked out of Division 5, and was transferred to the Way and Structures Department as motorman on the work train. Les entered the Army on February 23, 1942. He was killed in action on July 31 during the invasion of France. He became a first sergeant in less than two years. Les leaves, besides his loving wife, a daughter, Mary Anna. To them our sincere sympathy is extended. Laurence Canatsey was formerly an operator at Division 4, and though he had not been with the company so very long he made numerous friends. Laurence was killed in action July 15 in France. Our sincere condolences are offered his wife and family.



MISSING—Thomas E. Nolan, former air brakeman at South Park Shops, is missing in action after a flight over enemy territory. Nolan is the good looking fellow in the center of the above picture. He entered the Air Corps in October, 1942. We hope for his safe return.

MORE HEROES: 1. Blake Pauley, son of Frank Pauley of South Park Shops and Mrs. Norma Pauley, telephone operator, Building, has been reported missing in action. 2. Victor Villalobos, one of the four fighting sons of P. C. Villalobos, welder in the Carpenter Shop, is now a prisoner of war in Germany. 3. Another son missing is Harold Unwin, whose father, H. W. Unwin, also from South Park, served in World War I. 4. W. F. Brim, one time trolley pilot from Division Five, is now recuperating from a hand-to-hand battle with a very angry Jap. 5. Jack Herbert, paratrooper, son of G. H. Herbert of the Main Office, is also recuperating from wounds received after he dropped behind the lines in Normandy on "D" Day. Blood plasma saved his life and he wishes to thank everyone for the blood which they have donated.



Lines from the Front Lines



Normandy France
1 August 1944

Dear Mr. Harris-

Out of this war will come many stories
of miracles and strange coincidences.

Out of this war will come many stories of miracles and strange coincidences, due mainly, I suppose, to the senseless combination of two facts: first, this is mankind's greatest effort to destroy himself, yet the majority of individuals when faced with that destruction will pray long and eloquently for divine deliverance.

I certainly do not admit atheism and still I am just as certain that I did not pray for a shaving kit. It just so happened that on the day that my jeep and all personal equipment was demolished by enemy mortar fire, I was handed the lovely "Swank" apron kit that you had sent me and which had followed me faithfully for months from continent to continent and country to country. It was the answer to my great quandary on how, with a four days' beard, to report to a super-meticulous commander who insisted that his officers shave every day, come hell or Heinie.

I know that I prayed amid the hell of "D" day on the beach of Normandy. It was a prayer of thanks to the Universal Benefactor, to you, and to anyone else concerned in the sending and delivery

to me of that same shaving kit, because a ten-ounce bit of shrapnel, which must have had my name on it but not my serial number, had crashed into the musette bag on my back, torn through several articles of clothing, a metal mess kit, and a soap container but was stopped cold by the heavy steel mirror you had included in the kit. The only injuries that I received from the exploding 88 shell which pulverized our small landing craft and liquidated most of its passengers was a bruised scapula and a thorough dunking in the French surf.

I still carry the damaged mirror in my shirt pocket for luck. The shrapnel bit has made itself useful as a paper weight for the first sergeant.

After eighteen days on packaged "K" rations, I traded the can of talcum from the kit for a good French dinner—my first hot meal on French soil.

For the above reasons and for the many other kindnesses you have extended to me and your other employes now temporarily in the nation's service. I hope you will again accept the sincere gratitude of

Lt. George W. Honts

See page 22 for a South Pacific letter.

I hope you will again accept
the sincere gratitude of
George W Honts
operator, div. # 4
Entered your service December 1st 1934

HHH



Susie-the Business Girl

Dear Ladies

presents

B.G. Fashions

esting days was spent at the CHARM Clinic where she modeled clothes for buyers, and the "ohs" and "ahs" from these critical experts certainly proved that the "B.G. s" ideas for clothes are sound.

As a result of the work of Betty Hastings and her "B.G." associates, the "B.G.s" from the Los Angeles Railway were invited to an "On With The Job" fashion show, presented for them by J. W. Robinsons'. Robinsons' has been chosen by the CHARM Magazine as the "B.G." fashion center for Los Angeles.

And what a turn out! The novelty of a fashion show for the LArlettes was really a thrill. Models wore styles which were chosen by "B.G.s" from all over the country. It was truly an event and everyone who attended is looking forward to more fashion shows.

Most of the styles offered classic simplicity of the slim, trim line, the emphasis being on suits and more suits—the broad shoulder line, the importance of separates and the good cloth coat—be it long, short or in-between. All these are naturals for the "B.G."—naturals because they give her fashion on a budget.

Suits, the bread and butter basis of a business or career girl's wardrobe, are the most important single feature for fall. They've assumed new importance through their new softness, their new shorter jackets, their broader, rounder shoulders and their new deft dressmaker details. Colors run rampant this season in bright audacious tones, new smokey colors, and, of course, the perennial and sophisticated black.

To add spice to your bread and butter suits, you'll find blouses that are dreams. Blouses that,

ONE of our own "B.G.s," Betty Hastings, of the Bureau of Public Service, and a member of the Los Angeles CHARM Advisory Committee, was recently chosen a guest editor by CHARM Magazine. She and ten other guest editors were awarded a trip (all expenses paid) to New York City and back. Betty acted in the interests of the "B.G.s" from Los Angeles. Besides being assigned to work with the production editor of CHARM, her week in New York City was full of events. Conferences were held with the various editors of CHARM to discuss the "B.G.s" likes and dislikes. However, the busy week was interspersed with many gay socials. The program of the week included the Broadway hit, "One Touch of Venus," where the girls were taken back stage to meet John Boles. They saw the very dramatic, "Angel Street." Then a party was held backstage with the cast. And that's not all. There were dinner parties, cocktail parties, a preview of the picture, "I Love A Soldier." To top off this heavy schedule, they had their hair styled by J. Louis of Dache for a special feature in the September issue of the CHARM Magazine.

However, Betty says that one of her most inter-

Left: Betty Hastings (second from the left, back row) and the guest editors at Central Park. Center: Backstage with John Boles after seeing "One Touch of Venus". (Betty at extreme right, back row). Left: Guests eds at preview of "I Love A Soldier", with Betty in the first row, right.



What's a "B.G."? No, it isn't a new department of the government—the initials "B.G." mean "Business Girl". Fashion experts realize that the "B.G." (Business Girl) is their "B. C." (Biggest Customer) as there are nine million "B.G.s" in the United States.

Fashion drawings, courtesy of J. W. Robinsons'. Pictures and Susie, courtesy of CHARM Magazine.



when you remove your jacket, give you that neat and up-to-the-minute look. Blouses of simple but sophisticated lines with peplums, without peplums, tuck-in or stay-outers, blouses of wool jersey, practical cottons, gleaming dark satins, vibrant taffetas, soft velvets and velveteens—blouses for every occasion.

Coats, this season, have taken on a decidedly new character. They are more sophisticated, yet simple, for their sophistication stems from their lines, their fabrics, and the new dressmaker details. The dressy coat without fur is the newest of coats—its formality being carried wholly by its fabric and details, such as braid trims, touches of satin and cording.

For office wear, the dress picture is still classic, the simple shirtwaist dress leading all the rest. Plain wools, spun rayons and wool jerseys lead the fabric pictures.

Tiny calots, berets with a swoop, and the beloved cloche feature the "B.G.s" hat picture. For wearing to work on a bus or streetcar, a little hat is the favorite—smooth fitting and new looking, making it perfect for wearing to work.

For Fall, 1944, the fashion picture certainly lends itself to the business girl's budget.

For CHARM Magazine, "B.G." Betty Hastings, standing, models sophistication in black rayon with gayly colored plaid.

Right: New short coat with its matching jumper dress in covert.

Extreme Right: Dressmaker details, velvet touches mark this new fall suit.



Left: The easy, deep armholes feature this dress of wool.

Extreme Left: Double breasted, plastic buttons, make this wool dress an office "must".

Right: Tucks and a tiny bow offer a neat appearance for office wear.

Extreme Right: Soft dressmaker details give this blouse a new, bright look.



SOCIAL

L. A. RY. POST 541, AMERICAN LEGION



NEW OFFICERS OF L. A. RAILWAY POST 541 AMERICAN LEGION AND AUXILIARY

1st row, left to right: Mary LaBarre, 2nd Vice President, Edith Shaffer, 1st Vice Pres., Betty Roche, President, Lona Davis, Past Pres., Mae Walsh, Executive Woman, Mary Favour, Chaplain.

2nd row left to right: Bettie Leasman, Sec.-Treas., Ann Charlesworth, Executive Woman, Lena Detrick, Exec. Woman, Madge Jennings, Sgt.-At-Arms, Bedur Jones, Marshall, Dorothy Eivet, Historian.

3rd row, left to right: A. H. Robinett, Sgt.-at-Arms, H. J. LaBarre, Past Commander, L. J. Eivet, Asst. Sgt.-At-Arms, R. S. Shaffer, 2nd Vice Commander, F. F. Favour, Executive Committeeman, R. H. Manning, Adjutant and Service Officer, J. H. Jackson, Executive Committeeman.

4th row, left to right: Leo Leasman, Chaplain, E. B. Logsdon, Finance Officer, E. J. Roche, Commander, Carl Jennings, Historian. (Coy Gordon and G. C. Gilliland, Committeemen, were unable to be present.)

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

Mrs. Marie Manning says that the first meeting of the new American Legion Auxiliary year was held on Tuesday, September 5th, with a fine attendance. Mrs. Betty Roche, the new President, presided, with her newly installed officers, who did very well. President Roche will have all committee chairmen appointed by our meeting on October 3rd . . . With so many more women now eligible for membership, we should have at least 75 this year. So to you ladies who are eligible, don't wait for someone to ask you to join the best veterans' organization auxiliary, just come up to any of the meetings which are held the first Tuesday of each month in Taft Hall of Patriotic Hall, at 8:15 . . . Mrs. McDonald's son Howard, a member of the

Squadron and a member of Uncle Sam's Navy, was married to Miss Bradley, a nurse at the Queen of the Angels Hospital . . . Bettie Leasman has been elected 17th District Auxiliary Historian and Betty Roche, District Sergeant-at-Arms . . . Our next meeting will be held Tuesday, October 3rd. See you then.

VETERAN'S CLUB AUXILIARY

"After having enjoyed a rest from our club activities for two months," says Ella Hoyle, Secretary, "we are resuming our regular monthly meetings. Our first meeting will be held this month, and we hope to have a good turnout. Our President, Betty Roche, is recovering from her recent illness, and hopes to be with us again as good as new. You will be notified of the meeting date."

Adjutant R. H. Manning reports that the newly installed officers conducted their first meeting Tuesday, September 5th, and did a very fine job. Commander Ed J. Roche appointed his committee chairmen and they all promised to work and make this a big year for the Post . . . With the State Convention over and many good resolutions passed for the benefit of the State and Nation, we can look for the National Convention to pass some bills that will help the veterans . . . We are happy to see our many comrades who have been on the sick list back on the job again. Comrade Al Brehm, one of our past commanders, did a stretch in the California Hospital, W. W. Jones was in the Long Beach Naval Hospital; Leroy Appleton is at Sawtelle, also J. R. Jones . . . To you comrades at Division 5, remember our Commander is from your division, so why not get busy and back him up? In case you don't know who I mean, here you are—Comrades H. B. Marques, R. J. Smith, C. E. Stevens, Fay Barkley, G. H. Drinkwater, F. E. Rainey, W. P. Casey, S. W. Eiserman, H. L. Myer, and J. M. Cook. There are plenty of comrades who are eligible and would like to join the Post, but are just waiting to be asked. Some of you get that application and \$4.00 that C. C. Albert has ready . . . Comrade Jennings, formerly of Division 3, is a flat-foot now, and is on the Police Force, so that leaves H. T. Parks, S. Park, J. H. Hall, and O. E. Lund in charge. Let's build up Division 3. Don't forget our next regular meeting on Tuesday, September 19th, at 1816 So. Figueroa, 8:15.

SIDE

WOMEN'S CLUB

Mrs. C. F. Thun, reporter for the Women's Club, says the club was quite active last month, for on August 3 about thirty members met at Lincoln Park for a picnic sponsored by Mrs. Thomas and Mrs. Middleton, who furnished cold drinks. The ladies were happy to have with them Mrs. S. Ashworth and Mrs. O. Schmokel who have been ill for some time . . . Then on August 8th, Mesdames Meek, Hendricks, Long, McDermith and Thun were hostesses at the Union Station U.S.O. and served about four hundred service men and women coffee, doughnuts and sandwiches. If you are interested in helping in this service, call Mrs. L. B. Meek, AL. 2204 . . . Mrs. H. A. Dewey has been ill most of the summer, but is getting better and still offers that famous smile of hers . . . Mrs. A. H. Setterberg, new President, had a luncheon for her board members on August 24th, honoring Mrs. J. F. McCormick and Mrs. L. B. Meek, Past Presidents . . . Ladies are needed in our Red Cross work, and you do not have



WOMEN'S CLUB OFFICERS LUNCHEON

Mrs. A. H. Setterberg President, gave a luncheon for her board members on August 24th. Those standing in the back row are (left to right): Mesdames A. R. Hemm, Rec. Sec.; O. G. McDermith, 3rd Vice; H. A. Dewey, House Chm.; J. F. Carlin, Dir.; W. G. Clardy, Cor. Sec.; A. H. Heineman, Courtesy Chm.; B. E. Timbs, Hospitality Chm.; J. C. Berrell, Bulletin Board Chm.; C. F. Thun, Press Chm. Seated are (left to right): Mesdames J. T. Watts, Treas.; E. V. Athenous, Red Cross Chm.; M. S. Thomas, 2nd Vice; A. H. Middleton, Dir.; G. L. Herter, Dir.; H. E. Gasink, Dir.; A. C. Stover, Fin. Sec.; C. S. Wise, 1st Vice; J. F. McCormick, Past Pres. and Dir.; A. H. Setterberg, Pres.; L. B. Meek, Past Pres. and Parliamentarian.

to be a member of the club to come to the meetings which are held every Tuesday from 10 to 3 in the club rooms at 962 West 12th Place . . . Next regular club meeting will be September 21 with the Dime Luncheon at 12. Mrs. A. R. Hemm is in charge. Business meeting begins at 1:15 with Roscoe A. Goodcell of the Automobile Club presenting an illustrated lecture entitled, "Fishing in the High Sierras."

VETERANS CLUB

Our column begins with an item of sadness as we report the death of our Comrade and former scribe L. E. Thompson, on August 11th. Comrade Thompson was a fine member of the U. S. Army in his younger days, and had been a fine member of our Club for some time. This year he had been our Adjutant and in that position had rendered excellent service. Funeral services were held August 16th in the Little Church of the Flowers in Forest Lawn Cemetery amidst a large group of sorrowing relatives and friends. Commander Larry T. Staten and a representative delegation of uniformed and non-uniformed members of the club and its auxiliary paid their last respects to Comrade Thompson. We offer our deepest sympathy to the bereaved.

The Club will meet in Patriotic Hall on September 12 at 8:30. We hope we will see all our members, and those eligible for membership, present.

WANTED: ADDRESSES

As you know, each person entering the service from the Los Angeles Railway receives a medallion—a good luck piece. Perhaps we are rather superstitious, but we like to feel that they will keep our boys from harm. However, there are seventeen men whom we have never been able to contact. Through some error, the addresses which they gave us were wrong. If you know the whereabouts of any of the following, please contact the Bureau of Public Service, Station 296.

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



CHAIRBOURNE COMMAND

Conductor **John R. Dean** of Division 5, who has been with the Company since 1919, threw away the bell cord and bid the boys good bye to settle down at Pearblossom, California, P.O. Box 74. Hope he doesn't get lonesome for the "sea gull's nest" (Division 5 to you newcomers) as he had been there nearly twenty-five years. Anyhow, we want him to come back and visit us.

Flagman **William Cox** was first a motorman at Division 3 in 1911 and piloted the cars until 1939, when he was appointed to a pension job. He is stationed at 2334 South Sixth Street,

Arcadia, so if you're out near the foothills, why not stop by to see this oldtimer.

Car Repairer **Otto Edward Purcell** of the South Park Shops gathered up his tools and nestled at 1152½ Coronado Terrace, L.A. He has served forty-four years active duty at the South Park Shops, first as a trimmer, then machinist's helper, next a machinist, and then a car repairer. Wonder how many have been at one division of the company for as many years as Mr. Purcell.

Lots of luck and happiness, men. Come see us if you aren't too busy.

END OF THE LINE

William H. Obear passed away July 24. He was born in 1878 in Bay City, Michigan. He came to us in 1909 as a motorman at Division 1 and held that position until 1939 when he was made a flagman, in which capacity he served until his death.

Anton Halwax of the Special Roll died July 26 at the age of 59. He came to Division 4 as a motorman in 1919, spending over twenty-three years there, and was placed on the Special Roll in 1942. He later was given a pension job and returned to the Special Roll in January of this year.

Dillard A. Kukendall of Division 3 reached his final resting place on July 29. He was born in Kentucky in 1880 and came to the Company in 1906 as

a conductor at Division 1.

Edward R. Forsythe's death occurred on August 3. Being born in Iowa in 1877, he came to the Railway in 1902, serving as a switchman in the mechanical department and Divisions 2 and 5. He became a member of the Special Roll in 1940.

Lester E. Thompson of Division 3 passed away on August 11. Mr. Thompson was a native of Los Angeles and was born in 1891. For nearly fifteen years he worked at Division 3 as a conductor.

The wife of Conductor **Marion Bixler** of Division 5 passed away on August 21.

Our sympathies are extended to the loved ones in their time of sorrow.

CUPID SAYS . . .

Marriages seem very much in vogue this season among the conductorettes at Division 5, and two of them married trolley pilots from the same division. Maybe we should call this spot the "romantic Division 5". . . **Ida B. Edwards** is the better half of Conductor **R. G. Wilson**, and **Loa M. Delameter** is the missus of Motorman **E. K. Belote**. . . Conductorette **Rosa L. Pierce** was married to **R. R. Vaughn** on July 15, and on August 5th **Edith L. Norris** became **Mrs. William F. Carter**, whose husband is in the U. S. Army.

Division 5 pilots were not the only ones susceptible to romance, as Division 1 Motorman **George M. Katzenberger** was married to **Elsa Olga Krage** on August 4th, and the Line Department reports that **Walter T. Smith**, Lineman Leader-Crane Operator, took the nuptial vows with **Grace D. Meyer** on July 30.

THE STORK SAYS . . .

That he didn't neglect the trolley and coach pilots this summer season. No sir, he made four missions over the divisions and left four little pink colored bundles. . . Mr. Stork's first objective was Sixteenth Street and he presented **Operator and Mrs. J. E. Barnett** with a 7¾ pound **Thomas Doyle** on July 14. . . After a two weeks' furlough, Captain Stork made his second mission over Division 5, strategically known as the "Sea Gull's Nest," and left **Guy Arthur** for **Conductor and Mrs. R. A. Cone** on July 28. . . His next target was Division 4 on August 2nd and chose **Operator J. T. Schmedeman's** home to leave a little daughter who was named **Jill A. Schmedeman**. Jill has a little brother, and we wonder if his name is Jack. . . Captain Stork will be making more missions we know, but as we go to press he had just left **Jeanne Marie** on August 11th for **Operator and Mrs. A. O. Lyon** of Division 1. . . Congratulations to the proud and happy parents, and happy days ahead for the little ones.

Edward Fitzgerald of the Special Roll died August 24th. Mr. Fitzgerald was born in Adamsville, Pennsylvania, in 1867 and came to Division 1 in 1903 as a conductor. In 1921 he was transferred to a watchman's job, and became a member of the Special Roll in 1928.

MEET THE PEOPLE . . .

WHO DO THINGS

By Jennie Bevis

"How Crazy is a Bottle Bug?" is the intriguing title of an article I happened to read in POPULAR HOBBIES the other day. The author, James H. Thompson, gives a clue when he says: "One of my bottle-collecting friends is a sedate and decorous young lady under ordinary circumstances, but when she gets going on her hobby she turns into a fair imitation of a whirling dervish with the St. Vitus dance and accompanies her cavortings with fortissimo and shrill shrieks, 'Gee, ain't it great to be crazy!' My best companion on bottle-hunting forays is the mayor of his city and occupies a high position in cultural and social affairs, but when Hizzoner is off on a prowl after old bottles he sheds not only dignity but ethics and conscience as well."

Far be it from me to indict a charming woman like Mrs. Grace Freeman Pease as rightfully belonging to the above species. After all, a prisoner is deemed innocent until proven guilty. But the sad truth and unmistakable evidence in this case lies in the fact that Grace Freeman Pease **does** collect bottles. Not any old bottles, to be sure! Mrs. Pease is more fastidious than most. She collects perfume bottles by choice, but now and then she'll discard her preference momentarily and reach out for a Mexican holy water container or an old saki bottle.

There are between five and six hundred bottles of all shapes, colors and sizes from all parts of the world. They are contained in an enormous specially constructed



BOTTLE-IST

Grace Freeman Pease holds aloft a pearl-like perfume bottle which is part of a string of pearls.

cabinet which stands in the library at her home.

One of the oldest bottles was carved in Alaska a hundred years ago. It is made in the shape of a fish who holds the stopper in his mouth. Another antique one is a long green cutglass cylinder with a silver compartment set in each end, one for snuff and one for perfume. Still another old one is a silver container known in the days of castles and carriages as a 'vinaigrette'. These were used by ladies of fashion to combat the unpleasant odors in the streets caused by the inadequate sewage systems of those days. They held unusually strong perfume or, sometimes, the peel of an orange or other pungent substances.

There is an exquisite Lalique bottle of delicate hue and painted with lilies-of-the-valley that is especially rare since the Lalique factory of France which made it never created more than one of a kind. It is now doubly valuable because the factory has been demolished by the Germans.

And China is represented by three examples of a heavenly blue

with landscape scenes hand-painted on the **inside**. There are bottles of marble from Mexico and there are Hawaiian scent containers carved out of koa wood. From Paris came an outsize string of pearls, each pearl proving to be a little vial containing a rare fragrance. There are also many representatives of modern design, one of the loveliest being a frosty glass surmounted by a dancing figure of blue.

There are Mexican and Italian holy water bottles, Czechoslovakian bottles ornamented with fragile glass flowers of exquisite hue, and bottles from Cologne. There are bottles of cloisonne and of porcelain. There is even a bottle with a penguin in it!

Let's hope this article hasn't inspired its readers to cry "Down with Bottle-ism!" Perhaps, by this time some of you may even have been bitten by the bottle bug and have the urge to try collecting yourself. You couldn't do better for a beginning than to get a few helpful hints from Mrs. Pease.

MEET THE PEOPLE



COACHETTE MARJORIE SLATER KEEPS PASSENGERS SWEET

Miss Slater has always had a yen to drive a big bus, so she applied for a job when we started hiring coachettes. They told her she would have to wait until she was 21. So the day before her 21st birthday she came down to 1056 South Broadway, applied and went to work on her 21st birthday. In other words, she made a birthday present of it.

"Congratulations to you and your bus driver No. 836. She just drove the bus in from Santa Monica to L. A. down Wilshire Blvd., and did it expertly with graciousness and femininity intact. The bus was packed, but everyone was in a gay mood—due to her attitude.

"Her psychology in handling the crowd was worthy of emulation. It was a pleasure to hear a woman driver whose voice is still gentle and cultured—not raucous by trying to imitate the masculine.

"When the bus stalled, Little Miss No. 836 knew exactly what should be done and went about doing it.

"There wasn't a cross word spoken. Even the passengers "kept sweet". But how could they have done otherwise when she was so courteous?

"Thank her for me."

Mary Gladys Moore
745 So. Normandie Ave.



J. K. Lofton

NAVY IS PROUD OF MOTORMAN PUGH—AND WE ARE TOO

W. S. Pugh is a newcomer with the Los Angeles Railway having been with us about two months. Prior to entering our service he was in the gasoline business, and, as you know, gasoline went "boom".

"On the eleventh of this month, as I was on my way to the Los Angeles Naval Recruiting Station to be sworn into the Navy, something happened on one of your cars about which I would like to tell you.

"The car, (I don't remember the letter), had stopped at Third Street, going north on Main, and an old lady, trying desperately to get on the car, was being shoved around badly.

"Well, the motorman, incidentally his number was 3289, stood up, pushed aside the shovers, and personally helped the old lady onto the car, then asked a gentleman sitting in the front part of the car if he wouldn't give his seat to the lady, which he did.

"I am sure that even with the crowded conditions in wartime, it is a pleasure to be served by such thoughtful persons, and believe me, never again will I gripe about bad conditions on your line in wartime. I wish you would also thank the motorman for me, as I wish I could have done personally, because that same thing might have been done for my mother. Certainly the old lady was somebody's mother.

"I am proud to be fighting for these things."

Bill R. Harmon, USNR



W. S. Pugh

POLICE DEPARTMENT LAUDS LOFTON OF DIVISION 4

J. K. Lofton of Division 4 is known as the Clark Gable of the "3" line. We don't know whether it's because of his Gable type ears or the Gable mustache, but we do know that he has a Clark Gable personality. He has been in our service about eleven years. You generally can find him working the P.C.C. cars on one line or another.

"The attention of this office has been directed to an instance of cooperation on the part of Motorman J. K. Lofton, an employe of the Los Angeles Railway Corp., which merits your consideration and the thanks of this department.

"While operating a streetcar, Mr. Lofton witnessed an accident which occurred on August 11, 1944, on 3rd Street west of Western Avenue. He volunteered his name as a witness, and, when contacted later by the investigating officer, made a clear and comprehensive statement describing the movements of both vehicles leading up to and at the moment of impact.

"Mr. Lofton's keenness of observa-

tion and his practical assistance as a disinterested witness have enabled the investigating officers to establish the facts necessary to the prosecution of the violating driver. Cooperation such as that given by Mr. Lofton is highly valued by this department. Please convey to him my sincere appreciation."

C. B. Horrall,
Chief of Police.

B. R. Caldwell, Deputy Chief,
Director, Traffic Bureau.

YOU MAY BE NEXT

For some time TWO BELLS has been featuring caricatures on this page. As a general rule they are chosen to illustrate the commendation because that particular commendation shows ingenuity on the part of the employe. In other words, he or she went out of his or her way to do something out of the way. We are very sorry that we cannot draw a caricature each month of every person receiving a letter of gratitude.

WHO DO THINGS RIGHT

JUST A FRIENDLY GESTURE FROM PICO PILOT H. A. DEWEY

H. A. Dewey of Division 4 has been with the Company since 1932. You can usually locate him on the "P" line as that line is his favorite. He says he likes this line best when he has a slow leader.



H. A. Dewey

"I was riding downtown on the Pico car, it was about 3:30 P.M., when a blind man got on at Pico and Figueroa. I was sitting in the seat just behind the motorman, and as soon as he saw the blindman's white cane, he jumped up, hurried to the steps, assisted the blindman on to the car and said, 'Let's see if we can find you a seat,' and guiding the blind man in a very friendly way, he took him to the middle of the car, seated him and asked, 'How far are you going, sir?' The blindman said he had a long way to go—to Cummings Street—so the motorman assured him he would let him off at the right stop, then went back to the front of the car and off we went. He did all this while the red stoplight was on, so we didn't lose any time, but it left such a nice feeling in the car and made you realize that there are a lot of swell people left in the world—because it wasn't so much what the motorman did, as the way he did it, no fuss, no fanfare—just a friendly gesture.

"I jotted down the number on the motorman's cap—it was No. 425. I don't know whether he is an old employe or a new one, but whatever he is, if you have any gold stars to hand out, I think he deserves an especially big and bright one."

Marie Cecile Hartman
1457 So. Fairfax Avenue



S. S. WOLLAM DIV. 3 AMAZING

"Arriving in Los Angeles about a week ago, a complete stranger to streets and locations, I boarded a streetcar and asked the motorman if the car went to the O.P.A. Office. He replied, 'Yes.'

"Then I watched his amazing ability. He spoke both Mexican and English in the pleasantest of tones, inviting the crowd to keep moving back. At each crossing stop he informed his passengers just what could be done at this point—"Pay your gas and water bills," "Get car so and so two blocks to the right," etc. He made change without a whimper, picked up the quarters that old ladies' fumbling fingers dropped, said "thanks" every time a transfer was handed to him, answered every question asked as if it were a pleasure to do so, operated his car with ease and excellent decision for ten busy blocks. Then announcing 10th Street, he turned to me and said, "O.P.A. Office right ahead. Watch out for the Ceiling!"

"This man should be noted and better use made of his ability, both for your sake and his."

A GRATEFUL TRAVELER

MORE GOOD FELLOWS Division One

- K. Crownover—considerate.
- J. L. Martin—friendly and helpful.
- F. C. Rily—courteous and patient.
- S. N. Duncan—considerate.
- T. H. Perkins—smooth operation.

Division Three

- Mada Van Gelder—very helpful.
- E. M. Meyers—credit to company.
- R. E. Cleland—especially efficient.
- A. R. Boustedt—very courteous.
- L. E. Barkley—helpful to blind boy.
- Agnes Cotronis—helpful to cripple.
- R. P. Robertson—paid passenger's fare.

Division Four

- F. Northcutt—courteous and considerate.
- G. E. Quinn—courteous and patient.
- E. J. Linder—courteous and patient.
- I. H. Bigelow—courteous and patient.
- W. F. Norman—courteous.
- C. W. Beckner—courteous and honest.

Division Five

- D. Sneddon—helped small children.
- G. H. Drinkwater—returned bag with valuable contents.

- J. A. Wear (2)—efficient and cheerful.
16th Street
- O. Johnson—courteous and friendly.
L.A.M.C. Lines
- H. F. Myers—courteous to elderly lady.
- C. H. Gunckle—courteous and efficient.
- V. Calli—extremely polite.
- O. W. Boyce (3)—handled difficult woman very well.
- C. W. Ruckman—helped blindman.

HE WALKED INTO IT

One busy day in the TWO BELLS office Charles Haudenschild walked in and mentioned that he had been sent to the Public Relations Department. Before he could get away we had his caricature. It later turned out that he was supposed to appear in the Industrial Relations Department. However, Haudenschild is a nice guy who is a newcomer to the Sixteenth Street Coach Division. His former job was hauling tank trucks, loaded with gasoline, to the Army camps.



C. Haudenschild

DIVISION NEWS

BUILDING BLUES

By Jennie Bevis

Several members of the Industrial Relations Department might be termed "the girls they left behind them." Fay Barger's Doug (her lord and master), who wears the Navy blue, recently was made a chief quartermaster. Fay has been able to keep tabs on him pretty well. He's hit the Gilberts, the Solomons, in fact, every scene of action from Alaska on through the South Pacific, but lately he hasn't given any clues whatsoever to his whereabouts. Isabelle Anderlan's husband is a chief petty officer in the Seabees and has been stationed in Alaska for some time. The husband of Elsie McIlwain is in the Navy and has been in Hawaii for many months.

Our Wac, Private 1st Class Fielder, looking very trim in her dress uniform, dropped in to say hello to her friends on her way to an air base in Nevada. Harry Tibbils was proudly displaying the striking insignia of the Flying Tigers sent to him by his brother-in-law who is in India with the B-29's. Keith Van Allyn's young brother, Cecil, is over in France with the Signal Corps in a photographic unit recording history with a camera lens. The fiancé of Assistant Librarian Janet Preston is stationed at an air base somewhere in England. Did you, by any chance, happen to hear Janet when she was a guest of honor of the Civilian Defense Council via the radio waves because she has given so much time and valuable assistance in compil-



THEY'LL MOW 'EM DOWN!

The gentleman in the picture is none other than Harry Gilmore, Clerk, Division Three, who can be a hard worker when he has to. The young gentleman helping him is Donald "Bronco" Dennis, son of Conductor C. E. Dennis also of Division Three. The dog is just going along for the ride.

ing information for the Servicemen's Center in Pershing Square? Miss Murray is back at her desk looking chipper once again after her too-lengthy illness. Mr. Brehm was away from the office on the sick list, but has returned handsomer than ever. You'll all be sorry to hear that Jerry Rich is ill, but we hope he'll be back in short order. Mary Owens of Mr. Wheelock's office is recuperating from an operation, and to glamorize her convalescence, the gang on the Seventh Floor bought her a beautiful robe. D. C. Shaefter finally escaped from "boot camp" in the Long Beach Navy Hospital and is back at the old Army game.

Vacations are gradually tapering off now that autumn is at hand. B. Hartsell had quite an exciting trip to Canada where, rumor has it, he indulged in some big-game hunting. Mr. Mott, however, was content to do a little fishing and basking in the sun at

Lake Arrowhead. Mrs. Rees returned from her jaunt to Denver looking fit as a fiddle, and we're all glad to see her back.

In November, Virginia Benkert will become Mrs. George Bryan. When the sun shines on that stupendous engagement ring she is wearing, it is enough to blind you. George is a chemist taking a Ph. D. at the University of Southern California, and will graduate just in time to hear the wedding bells ring.

Bill Morgan's daughter, Evelyn, is relaxing from her college curriculum by working in the Claim Department for a few months. Helen Hughes' brother is a captain in the Merchant Marine now commanding his own ship on its first voyage.

"ONCE-OVERS FROM DIVISION ONE"

By D. B. Kohl

A "V" letter has been received from Soldier S. L. Jensen, the fellow who worked for us on the cars during his furlough. Naturally, we don't know where he is, but judging from his letter, think he is somewhere in Australia. His comment on streetcars, or trams as they are called there, is very interesting. He finishes his letter by saying, "Just give me the good old American way of handling traffic. It may seem tough at home, but you should see the other places." . . . Also received a "V" letter from C. A. Youngs, who has been overseas for about two years. He receives TWO BELLS and says it is swell reading after being away from the platform for so long. He wishes to take this opportunity of expressing his gratitude to the management for the excellent Xmas present and other favors received. . . . Through an article appearing in one of the local newspapers, we learn something about former conductor B. J. Darneille, Jr. It

shows the picture of his mother holding some Jap souvenirs received from her son. Darneille is now a sergeant and stationed at New Britain. . . . U. H. Massey sent us a letter from Australia. He says all cars there are "two-man" open, "go get 'em" type. The conductor is kept busy running down his fares and carries no changer—just a leather bag. He says he is treated fine, but he will be glad to be back piloting an "S" car. . . . E. R. George writes from Camp Robinson, near Little Rock, Arkansas. He says it is around 110 in the shade, but very little shade. Army is O.K. but will be glad to get back when it's over. Wants TWO BELLS sent to him. . . . Division One enjoyed another "No Accident Day," Sunday, August 13th. Yes, we had plenty of cars out there too. Speaking of "accidents," I should like to say a word about witnesses. Seems we are falling down on securing witnesses, so remember when you do have an accident, get all the witnesses you can. . . . We regret to learn of the death of W. H. Obear. Mr. Obear was a motorman out of this division before being appointed a flagman in 1939. . . . Conductor J. W. McCurry is spending his week's vacation at the beach, taking on a little sun tan. Joe Singer is taking off for Huntington Beach this week. Joe says he is just going to take life easy and is leaving the alarm clock home. . . . Extra Switchman Wildermouth leaves for the beach on his vacation. Looks like the heat is getting the boys. Cash Receiver A. I. Brennen is on his vacation, but didn't go to the beach. He put a new roof on his house and garage, and says he perspired so much at times that he felt like he was in swimming, so didn't have to go to the beach.

BE A BLOOD DONOR



YARD BIRD'S GRANDSON

When the stork was given an order for a grandchild for Vernon Yard scribe, Les Sparks, he was told to bring a girl with soft brown eyes. Like a lot of other people, these hectic times, old "Doc Stork" was a little hurried and careless in filling orders so he brought a boy with bright blue eyes. Now after two years no one would trade Ron Stanley Sparks for all the girls from here to there and back.

OVER THE SYSTEM

with Ed Bliss

I woke up this morning and found that all my relatives had moved in during the night. ANTS. Hundreds of them. After the way my coffee tasted I'm still skeptical whether it was coffee grounds I dumped in that silex or not. Brrrrrr. Speaking of getting breakfast, have you ever tried it at 3:30 in the morning? You tip-toe through the house, stub your toe on the table leg, step on the dog's tail, slip on a marble and zoom into the kitchen for a three-point landing just as the coffee boils over. About that time the "youngest" yells for a glass of water, the "oldest" yells, "Turn out the light," the missus screams, "Not so much noise" and your partner rings the doorbell and wants to know why in the heck you're not ready.

Speaking of partners, George Riggs, who happens to be my better half, (as long as he buys my coffee), took a prisoner to San Quentin on his vacation. After touring the big house, he had quite a job getting out. It seems George resembled one of the "boys" he had just delivered for free room and board. Getting out of San Quentin was nothing compared to getting out of San Francisco on the Daylight. Immediately upon boarding, George headed for the diner and got in line. Now he realizes he would have gotten that cup of coffee if he had purchased a ticket to San Diego instead of L. A.

Overheard a motorman at Division Four the other day complaining because he felt a hundred feet wasn't a long enough distance to make his hundred foot stop. It seems he thought you were supposed to get within a hundred feet of your leader before starting to stop. Was he surprised when it was explained to him that you were supposed to be at a standstill one hundred feet behind your leader before moving up in the second zone. Whew! Would I hate to be his leader if he continued with that thought. Watch your blood pressure, Mr. Collins. It was only his second day on the rough edge.

Have you noticed the decrease in sirens around town lately? (The kind on police cars, ambulances and emergency vehicles, you wolves.) The police department is cracking down so that sirens are used only on emergencies of extreme nature, so brother, when you hear one coming from any direction, STOP! That man's in a hurry and he is not on his way home to dinner. You can't realize the grey hairs it adds to your scalp to head for an opening in traffic, only to have it filled by twenty odd tons of streetcar just before you make it.

VIRGIL VENOM

By Bill Ulrich

Well, another month has rolled around, just as the coach wheels roll, marking the passing of time and miles. . . . I would like to answer Mr. C. P. Hunt's accusations that I get my scandal from his "Baby". The boys, after reading his stuff, go haywire, chewing big chunks out of tables around the trainroom. So, when I saw the condition of the tables, I decided I needed something under the paper on which I was writing my column. The "yellow book" was the only thing around which would cover the rough spots, and so that is why I was seen by C. P., thus giving him a chance to jolt me. By the way, that reminds me of the time he tried to "lift" my column from me at the Greasy Spoon. He failed, however, and I exposed him and his fish pond. Fearless Fosdick has nothing on me. . . . I would like you fellows to know that the Never Take Photography Company is going to reprint photos of the boys whose mugs appeared in the Virgil Rogues Gallery. Some of them are: Willie (Pretty Boy) Stearns, Ernie (Rough Clutch) Tibbett, Johnny (Lead Foot) Doyen, Kenny (Twin) Rohrer, and Dave (B.O.) Edwards. P.S.—The B.O. means Bad Ombre. . . . We hear Kay Irby has a phobia for a 4000. . . . Congrats to Wendell Albright, coach cleaner, who went out and got himself tied up in matrimony to Miss Orian Hutchinson of Chicago. . . . Jerry Rondell, the mystery man of Virgil, had an unusual request the other A.M. at Pershing Square. A stout woman became lodged in the front door and asked him to give her a push. She then said she was going to request the Company to remove the bar between the doors.

Softball season is over and it was a success in every way. The Shamrocks came out on top only after beating a very determined Wolf nine. Tommy Muse received and deserved a lot of credit for the winning ways of the Wolves. For the Shamrocks, Rose, Billabeau, Harrington, Zilkowski, and Carl Smith were the mainstays. Smitty was voted the outstanding ball player of the season. . . . Hear about the time Forrest Musselwhite nabbed a driver for being three minutes sharp—and then found out he had looked at his watch wrong? Tsk, tsk. . . . A. C. Alexander of the Army dropped in to say hello on his way back to Camp White in Medford, Oregon. . . . A. C. Doty of the Navy also stopped long enough to say hello to his many friends. He is stationed at San Diego. . . . Remember Eddie Reynolds? It has been reported that he is now Captain Eddie. Also, the report said Eddie was in the first group of B-29's to bomb Ja-



HANDS UP

Baby Carol Sue is practicing her commando lessons while brothers Donald J. and Marshall E. Junior Scoville watch. Papa Scoville works at Division 4.

pan. Give 'em Hades, Ed. We're all behind you. . . . Dave Costley is still riding around empty over Silverlake way. . . . Hawkins says, "Following Crandall and Rondel is getting me down. They just won't leave me any passengers to pick up." . . . Then there's the driver on Sunset who successfully outflanked two Diesels at Eighth and Hill by cutting through the safety zone. I won't mention any names, Shorty. . . . Had a ride on one of the new 3300's a couple of days ago with a few of the boys on La Brea Avenue. The driver missed on the shifting, causing a slight gnashing of gears. Bill Bishop groaned and then hollered, "We'll have some rubber ones in tomorrow!" Everyone in the coach laughed but the driver. . . . Story of the month as told to me by "El Capitan": Emily Scherer had a capacity load and had the usual number of beefs about the fumes, bad transfers, etc. Then there were those clowns making right turns in front of coach after signaling for lefts. Well, anyhoo she got downtown and some really ancient gent hobbled up to her seat and fumbled around in his pocket until he pulled out a big black cigar. Then he said, "Son, here's a cigar. That's the best ride I've ever had on this line." . . . People around here are still getting lost. Latest victim was Jack Cook. He got off his course on the way to Vega 2. He finally showed up as I was leaving the trainroom but he didn't have any answer to clear up the mystery of where he went. . . . Hargrave is in charge of the Employment Office here at Virgil. He likes his new job very much and says we are getting a few men each day. Let's help Herb and ourselves by making that "MANY" men. . . . Bernie Helbling is the owner of the new face you see when you gaze through the cashier's window.

Understand that Jack Stewart did his first work of the year. He painted his house while on vacation. . . . George Boos and his wife spent a few days at the beach getting a swell sun tan. . . . That's all for this time. Something different next month. Let's hear some stories and gags from all you nice people.

LOOSE SCREWS

By A. L. Davis

Car House No. 1

All the boys at Car House No. 1 extend their sincere sympathy to E. L. Swartz and family at the death of his sister in Van Nuys.

Alex Reid and LeRoy Burr spent their vacations redecorating their homes.

Lee Sherrill is also spending part of his vacation redecorating his home, and the other part fishing. If we knew his address we could send him two cartons of angle worms which were found on a streetcar; too bad he has to dig his own.

Dept. 2—Street Inspectors

W. R. Cavett is back on the job after spending ten days of his vacation on the fruit ranch in San Diego County.

W. P. Beck, Mechanic at 7th and Broadway, is back on the job after a six day vacation around home resting.

H. T. Brown is on his vacation around home, helping the "Mrs." with the berries and goats.

Car House No. 3

G. B. Magin is taking his vacation to paint his house. If he had undertaken to do the job by contract or day work, he would have lost three days' pay, for it took him three days longer than he figured. Did you have enough paint, Bud?

A. L. Wolpers took his vacation to rest up. He came back and worked a few days, and is now on the sick list.

Assistant Foreman, J. Bradley,

was left stranded on the highway by his old chariot, the Studebaker. He was miles from home or a garage in the early hours of the morning on the way to work. Jimmie said, "This is the last straw. You and I must part." So Jimmie and Stude parted, and now he is driving a Buick. Watch out Jimmie, and keep your eye on the speedometer

V. C. Gravley is on his way home, down in Georgia, for a vacation and business trip.

Car House No. 4

Frank Long spent his vacation putting a fresh coat of paint on his house.

D. J. Estes resigned to work on an eighty-acre farm in Ohio.

Andy Duncan is learning to batch since his wife and son are visiting relatives in Canada.

R. M. Ells has been transferred to Car House No. 1.

Frances Lewis is spending her vacation in Louisiana, visiting her parents.



ATTENTION!

Sally Anne Haines, 3½ years, on the new polish job of Daddy's Oldsmobile, shows off those new boots, band leader style, to a better advantage. Sally is the pride and joy of C. E. Haines, 16th Street Coach.

Vacation is in order, but not much interest is being displayed. No big fish tales as yet. Most fellows are "just staying home."

George P. Macqualter still thinks he is going to get to go to Big Bear on his vacation by "hook or crook."

Leslie Wallace reports that his baby boy has been suffering with some severe ear trouble.

John Timmons, who spent about eight weeks in a hospital, is back on the job, and thanks to the doctors, John is minus the parts that were causing the trouble.

Mr. and Mrs. Ray Fulton report that they are the winners of four second prizes and one first, on their fushcias, displayed at the Hawthorne Annual Flower and Garden Show.

SIXTEENTH STREET EXHAUST

By Emogene Rippert

We all enjoyed Mr. Lindsey's letter from Captain M. B. McInally, former third shift Foreman, who is stationed in England.

Charles Bouma suffered a painful accident recently, but luckily escaped serious injury, and will soon be back to work.

We extend our sincere sympathy to Emmett McClendon, whose baby daughter, age four, died July 30th.

Harold Nystrom, M. M. M. 1/c, recently visited Honolulu and called on Harry Nordmark and his wife. He reports Harry is certainly well and happy.

Harry Van Den Burg surprised us all. He was married August 5th to Mrs. Sue Khurts Murray. Thanks for the cigars. Congratulations and our best wishes.

Many of our Garage personnel are making regular trips to the Blood Bank. Several of the boys have reached the gallon mark, and Laura Tullar, through no fault of hers, almost made the

grade this last time. We understand the tests are more severe. Better luck next time, Laura.

We understand that half pint, Tex Lawson, had a ten day furlough to visit his family before sailing as F. 2/c with the U.S.S. Talbot No. 7.

H. C. Hutchens was married recently, and to date the details are not known. Congratulations. Now for the details please.

Walter Powell's son recently returned from duties in the South Pacific.

Glen "Lucky" Rorer of the U. S. Navy had a thirty day furlough not long ago, and didn't even threaten to work a single day.

Verla Sievert is on vacation. Her plans and destination are a secret.

William Murphy paid us a visit on August 17th, and on August 21st returned to work after an eight months illness. "Murph" looks and feels fine. Welcome back.

SOUR GRAPES FROM VINEYARD

By C. P. Hunt

The new coaches at Vineyard, assigned to the Vine-La Brea-Crenshaw line, are causing a great deal of comment, both pro and con. The coaches, fifteen in number, are "Whites" and are of the latest war production release. They are constructed with every available improvement which can be obtained at this time which leaves them nearly totally physically operated. This isn't so good after we are used to everything being done for us by gadgets. But we will be much worse off when the other little gadgets, such as heavy duty tires, are forced into the scrap pile. There will be no war releases sufficient to meet those needs based on the way the present tires are abused. This thought is worthy of your consideration. . . . M. B. Schwartz-

man is now acting conductor-warden-sentinel of the Transportation Union (1277). . . . A. C. Alexander, Paul Webster, Bud Finch, and C. S. Riley were visitors lately. They told us about their experiences with "Uncle" and, of course, talked about their old days on the lines. . . . Varnell, Johnny to you, whose son met with a serious accident last June in Westwood, definitely proves that kindness to others pays dividends. His son lost his right foot in the accident and had nine blood transfusions. Ann Powell, John Hope, Howard Beardsley, Charles Ruckman, Carl Smith, George Erhardt, and Ray Cormier are the ones who replaced the blood in the hospital's bank. Then the Company, knowing that such cases are costly, offered Johnny financial assistance but, believe it or not, a student of Johnny's, Harry Scott, had already offered just such assistance. That is true friendship. We are all hoping for

his son's recovery. . . . C. W. Courtney, the fellow who is always getting his feet wet, has a new fast money changing trick. He has a penny that up to date has cost him twenty-eight cents and still he keeps the penny! . . . Lt. Donald Musselwhite, son of Supervisor Musselwhite, recently spent five days at home with his parents prior to his transfer to Florida. . . . "Kansas City Kid" Coons paid a visit to Vineyard recently, driving up in a cab which he retained for his three-hour visit. He has seen everything in the line of combat. . . . Ken Wyse, the man of magic, did not do so good on a trick the other day. That is his truck up on a dolly in the Pico parking lot. Who had the right of way is still in dispute. . . . Charlie Wyse will pay off if you can locate a crank shaft for his Chrysler. He is not having the good fortune that Bill Baker, Plant Superintendent, had.

UMMMMM . . .

The beauty with the ball is Joan McCandless, the lovely daughter of Helen McCandless, Telephone Operator in the Main Building. While Joan and her companions were enjoying a trip to Palm Springs, a photographer caught them in this pose. Unbeknown to Joan, the Catalina Knitting Mills saw the picture and chose it for an ad (so we were told).



STREAMLINERS

By A. C. Zakor

Your new scribe will attempt to "Walter Winchell" Streamliners for a spell, but lots of help is needed to make this the kind of column you like to read. When you hear of an interesting incident, let us know about it.

W. R. Copithorne, Extra Clerk, was seen flying a kite the other day, and we wonder how long this has been going on. Oh well, they laughed at Benjamin Franklin, too.

While on two weeks leave from the Navy, J. W. Collins worked the Pico line. One day a lady boarded his car and remarked she was glad to see the Navy back in town.

Yours truly, sometimes called the token tycoon, wonders to whom all the "charm bracelets," that were made of tokens, are going. We mean those made up of letters that spell out a name or an endearing term. And some of them are requests from "boys" at Division 3. Hmmm---

L. J. Morris is sporting an inspector's cap lately. How does the "N" line get along without him?

We welcome back to this division two former trainmen, S. C. Knight and J. A. Beyers.

H. P. Tinsley, now of the Supervisory Department, is back

home recuperating after a major operation.

Did you hear about the inebriate who boarded the Alvarado bus, paid his fare, obtained a transfer, staggered through the bus to the rear exit door and got off before the red signal changed?

Captain of artillery, W. L. (Willie) Cooper, former late night clerk, had a short stopover in L. A. recently and was leaving for parts unknown. More news about "Willie" next month.

Yes, it's J. T. Schmedeman's proboscis again—been getting in the way as he exits from streetcars. Any resemblance between "Whitey" and a certain movie star is purely coincidental. Seriously, we wish to congratulate him on the occasion of a new arrival in his family.

Superintendent E. H. Ellis is still on the sick list. We all hope for his speedy recovery and return.

Can anyone tell us what happened to the gay checkered coat that Charley Evans used to wear? A few weeks ago we became aware of a seemingly drab appearance in the trainmen's room. Something was missing and in attempting to place our finger on it, we became a little morbid

about the whole thing. Was this drab aspect caused by the war, or perhaps the hot weather, or maybe we hadn't taken enough vitamin tablets? We finally dusted off our Ouija board and up came the answer. You can't do that to us, Charley.

C. C. Dalzell resigned some time ago to go over and help the Dow Chemical Company make those marvelous plastic materials you've been hearing about. Recently he became homesick for the streamliners and came back, on part time, to help us out. We surely appreciate it.

The Transportation Union has installed a nice new mail box, containing pigeon holes from A to Z, for the benefit of union members. We hear the Union has challenged another local union to a contest to see which of its group of members donate the most blood to the Red Cross Blood Bank on Western Avenue during the month of September. This seems like a most commendable and patriotic undertaking. Announcements should appear in the daily newspapers.

Advice may be cheap, but he certainly can't say we didn't warn him. As a result of not following said advice, C. M. Meade has been off over a week with a bad case of actinic dermatitis, sunburn to you.

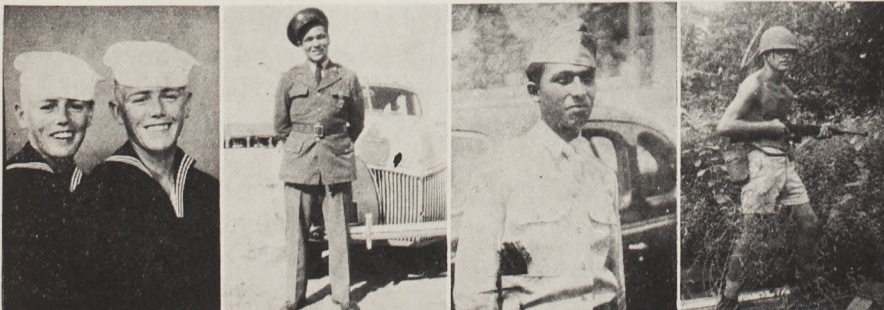
Did anyone notice lately how intelligent we all look? We just received our new copy of transfer rules and regulations.

Yes, boys, our new early night clerk, Ann Carpenter, is married and "her heart belongs to daddy"!

Has anyone noticed the terrific traffic into the superintendent's office the last week? Can the reason be that Mrs. B. Latham is back at her desk once more as secretary to the boss? Mrs. Latham has been off because of the illness of her son, but now he is doing much better after spending several weeks on the desert.

SONS IN SERVICE

Sam Turner has done a doubly good job of patriotism. His twin sons, Jack and Bill, are both in the Navy. The other three good looking soldiers are members of the Villalobos clan. P. S. and his brother, Louie, are with the Infantry in France. The tough looking battle scarred veteran on the right is John. John has seen plenty of action with the Medical Corps. This picture was taken in Guadalcanal in April of this year.



YARD BIRDS

By L. F. Sparks

The Way & Structures Department is saddened to learn of the death of Les Lininger who entered the armed service in February, 1942. He was formerly on the night worktrain and has been reported killed in action, somewhere in France.

Machinist Walter Lopez was thrilled the other day by a phone call from his son, Walter Jr., who is home on a furlough from Africa. This is his first visit home in two years.

Victory gardens have caused a lot of hubbub lately. George Ramsay has caught so many gophers that he is known these days as "Gopher George". He was gloating over one of his squash vines when all of a sudden, it started sinking into the ground and as he watched, it slowly sank from sight. Investigation disclosed a gopher hole with the varmit hijacking the vine right before his eyes. That is the day George started his gopher blitzkrieg.

Tommy Moran and Charles Shelton had two nice stands of sweet corn ruined by rats who are too smart to trap and being nocturnal, are hard to shoot. Just once in a while someone gets a glimpse of one as they scurry around. The rats (the Rats) wait until the corn is just ready to harvest, then tear off the husks and strip the corn to the cob. Anyone know of a pet ferret or two?

One of the boys captured a gopher snake and was leading it on a leash over to the gardens to turn it loose. Yard Superintendent Fleetwood was admiring Mr. Snake and stopped to pat him on the head to encourage him in his hunting, but the snake (the Snake) bit Fleet on the finger, drawing blood. Fleet got some snakebite remedy and was soon O.K. or at least indifferent, but

don't know what remedy the snake took. Don't know which, but one of them is entitled to a Purple Heart.

Charles Harwood, retired Paving Inspector, says he will have to buy a horse to harvest his corn. It was planted in an old chicken run and is eleven feet tall. He might get some stilts like the hop pickers use; at least he wouldn't have to feed half the corn to them like he would a horse.

Assistant Supervisor L. C. Thompson spent two weeks at Blue Lake with his wife and two boys. He only caught one big one, 18 inches long, weighing three and a half pounds, but he caught plenty for the pan and that means a lot as his two boys can eat a lot of trout.

Night Welder Foreman Joe Ovard has been transferred to the day shift in place of Billy King who is still on the sick list. Joe thinks that with dark glasses it won't take him long to get so he can see in daylight. Fred Telles has been appointed Night Foreman in Ovard's place.

Track Oiler Foreman Kelly Holmes had his tonsils out and hopes to get surcease from the rheumatic pains that have bothered him lately. Ditto your scribe.



BRIGHT EYED BUTCH

Ronald (Butch) Willson, the donor of the crystal ball in the Power Supervisor's office and son of George Willson, Night Power Supervisor.

THE HILLBILLY BOYS

By L. B. Meek

Something new has been added. Yes, sir, it really looks good to see new faces around the place and an occasional familiar face which has returned. Some of the re-employees in the last few weeks are B. J. Newland, C. E. Rieger, Jackie Warner, and Geraldine Booker. . . . Frank Matzner has returned from Tucson, Arizona. Frank has been on sick leave for quite a while but says he feels swell, now. . . . Those of you who were listening to the Police Program on Saturday, August 19, were probably surprised to hear one of our own operators, Agnes Catronis, on the program. In an interview by police officers, she did a fine job. Nice mike voice, Agnes. . . . We think it is about time that one of our boys who serves the Marines during the week and LARY on weekends got a little mention. There is seldom a week goes by that you don't see him on the front of some car. Thank you, Joe Dickson. You surely help out, and we surely appreciate it. . . . There is still time to go on your vacation—if you can get it. Just fish one day for me and we will have had our vacation. . . . Received a letter from H. E. Flanagan who recently worked a leave of absence on the cars. He was recalled quite suddenly by the Navy Department. Herb says it isn't bad where he is now, but we will have to take his word for it as we don't know his location. . . . Ed Heinz paid us a visit. He had quite a bit of experience on the upper deck of a transport and was glad his ship was dry docked so he could spend a few weeks with his family. He looks swell and says he will be glad to come back. . . . A new addition to our office force, Marilyn Stewart, is replacing Miss Ruby Stout. Miss Stout had to resign and return to her home in Louisiana.

DIVISION FIVE "V" NOTES

By Fred Mason

By the way, George Trammell dropped in recently and he sure looks swell. We learned via the grapevine that he is having the buttons on his coat moved over a couple of inches for chest expansion as he and his wife are baby buggy hunting.

We were glad to read a letter addressed to TWO BELLS dated July 29, 1944, from France. It was from Burl Brown, Mo.M.M. 2/c, Navy 416, Unit "W", Fleet Post Office, New York. He says he gets his TWO BELLS every month and enjoys them very much. He has been in two invasions, Sicily and France, and has served some time in the Pacific, but looks forward to the time when he can get back to whirl the controller and yank the bell cord. He sends his best regards.

Ex-Conductor Bart D. Billings (now United States Army) is in a hospital somewhere in England, having suffered wounds in the right arm and left shoulder during the invasion of France. Here's hoping that his wounds are not of a serious nature and that his recovery will be a speedy one.

Congratulations are in order for Motorman and Mrs. J. C. Laird on the occasion of the birth of another granddaughter on July 29th. The baby, whose name is Georgene Elizabeth Hurst, and the mother, Mrs. George Hurst, of El Centro, are doing fine.

We are very glad to hear that C. A. "Jimmy" Schultz, who used to do the night clerking at this Division, has been promoted to the rank of Ensign. He feels o.k. and is somewhere on the high seas. His address is Ensign C. A. Schulz, U.S.N.R., Commander, 7th Fleet, c/o Fleet Post Office, San Francisco, California, and he would appreciate a line from any of the boys.

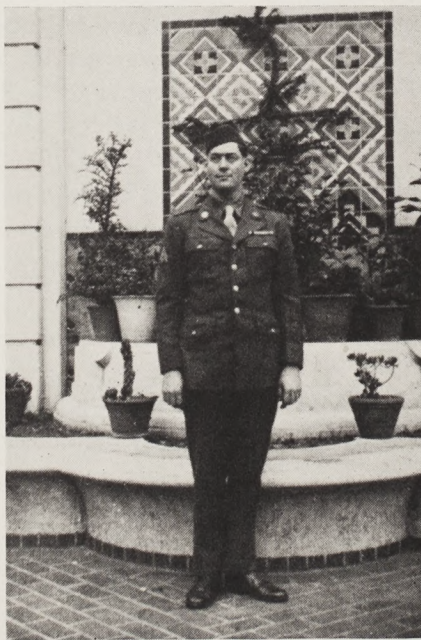
SHAVINGS FROM THE SHOPS

By R. S. Wallace

W. E. "Bill" Oglesby is still in New Guinea, knee deep in mud, fighting the skeeters and Japs. He has been transferred from the Anti-Tank Company to the Intelligence Division. Says he is getting along fine and sends his regards to all the boys at the Shops. He has been awarded the Combat Infantryman's Medal for Officers for commendable conduct while in action against the enemy. Bill, you know, is the son of Ted Oglesby, Paint Shop Foreman.

Kenneth L. Matherly, seaman 1/c, is a submarine radio operator, now stationed at preembarkation center, Treasure Island. He is the son of Mrs. Geneva Matherly of the Superintendent of Equipment's office.

Mr. Arthur "Turkey" Thompson, former helper in the South Park Storeroom, called on us a few days ago. "Turkey" is now



GONE AGAIN

S. L. Jensen is off for action once more in the South Pacific. Jensen is the young fellow who returned from the Battle of Attu after serving as a medic. He worked during his furlough as a motorman.

an ensign in the Merchant Marine and left for sea duty.

The personnel in the South Park office has undergone some more changes. When will you gals ever settle down? Mrs. Bernice Spitzer replaces Genevieve on the switchboard, Miss Julia McClure replaces Mrs. Geneva Matherly, who in turn takes the position vacated by Miss Gail Verlatto, Gail having gone to New York to take her place with the WAVES. Incidentally, Gail was given a nice little going away party and was presented with a WAVE's hand bag, a manicure set and an identification bracelet.

Mr. and Mrs. Frank Pauley received notification on August 23rd that their son, Blake, is missing in action in the Pacific. He left here on the carrier "White Plains" and had served sixteen months on the ship when he came home for a few days in May. He left again June 1st and had not been heard from until the notification. Our hopes and prayers are with the Pauleys that Blake is safe somewhere.

Our old friend "Doc" Robey had a bit of sadness around his home recently when his pet horse just lay down and died. We understand "Doc" thought a lot of the horse. Perhaps some little orphan pony will find her way over to Doc's house some day where we know she will be given a good home. Art got in a little late that morning, and the boys had arranged a bouquet of corn cobs, husks, etc., and put it on his work bench as a token of their sympathy.

FOR SALE

Man's royal Stetson hat (tiel blue). Brand new, size 7 $\frac{1}{8}$. Call TW-8307 or stop in at 8218 So. Normandie.

WANTED

A man who would like to live on a little ranch on the desert and raise chickens, etc. Ranch is located 30 miles southeast of Lancaster. For more information, call R. H. Manning, RO-0687 after 5 p.m.



FLUID DRIVE

By R. O. Bennett

W. H. Atkin has returned to the Division after spending two years as Civilian Instructor in the Air Corps Reserve. Wesley has done a good job and we are glad to have him back.

A driver, while carrying a double headway on Beverly Boulevard, stood up to see if the door was clear so that he could close

it, and was hailed by a passing motorist who called out that it was the first time he had ever seen a bus so crowded that the operator had to stand.

We have just found out why J. E. Barnett has his chest thrown out so far. The reason? Oh, yes, a son, Thomas Doyle, 7¾ pounds, born July 14. Congratulations,

"Something tells me we should take the next car!"

Papa!

W. B. Barnes, U. S. Army, spent a nice long furlough driving for us, helping the manpower shortage.

A. L. Irwin, after 18 years service, left us to go into business for himself. Art wishes to let you fellows know how much he has enjoyed your good fellowship and that he shall sincerely miss us all, including the management. We wish you the best of luck, Art, in your new venture, and we will all be pulling for you.

Don Maynard was the official "shine" man for five days. Don says the new job was most interesting.

After watching Jack Limes check in a day's take on Soto, we are wondering if he's starting another copper drive. Jack, why don't you put a sale on those coppers at 25 for a quarter?

"Tex" Harlan has been made extra Supervisor and is doing fine. We're for you, Tex, so stay in there and keep pitching.

SOUTH PACIFIC LETTER

Of all the descriptive letters sent from the combat areas, the following is the best we've had the pleasure of reading. It was written to Mr. Harris by H. M. McBride, C.G.M., formerly a conductor at Division 1.

"A few short days ago we left land behind us. Discounting the shoreline, the island which we passed might have been a rural district in the rolling West. From where I was sitting I could almost imagine myself back in Minnesota. The varicolored green fields interspersed with plowed patches and clumps of trees brought dreams of home. Stacks rose here and there, marking the site of industry, while hugging the shore were two small towns. Roads wound about the hills, while the ships in the harbor seemed to be mothering scores of small boats. The buzz of an occasional plane in the air was all there was to disturb the almost sabbatical quiet. Ten days previous these islands were gripped in the throes of total war. Planes slashed viciously across the hills, strafing and bombing the wooded patches. Offshore destroyers and cruisers laid to, methodically pouring shells into perfectly innocuous looking hillsides. An occasional splash in their vicinity told that they were being fired upon.

Planes fell now and then and others rose to take their places. A few miles at sea a ghost of Pearl Harbor rattled her bones and roared in a truly earthly fashion—roared in a sweet revenge. Could these be the same islands, I asked myself? So I picked up the glasses and looked shoreward once more. The roads running so innocently through the hills were jammed with tanks and trucks, each with a white star on its side. The plowed patches of the fields were bomb craters or scars from flame throwers. The stacks which looked like industrial centers rose stark and naked from piles of rubbish which once had been walls. The town which nestled so quietly was a dead town—not a house nor a shed nor a barn was free from holes made by the shells of our Navy's guns. It is nice to be sitting on top of the world with a full stomach of American bacon and eggs, or even beans, dreaming in the cool breeze and knowing that you have seen part of an empire go by. It is nicer to know that you are on the way home where you can get a night's sleep, undisturbed by battle watches. It is also nice to dream of that place on West 54th Street which seems so far away."

SHORT CIRCUITS

By Walter Whiteside

Another month of good hot and cold, clear and foggy weather has passed with a number of the fellows reporting vacation periods. . . . Roy David cleaned up his chicken pens, hoping it would induce the chickens to lay a few more eggs. Did your ruse work, Roy? . . . Albert Cooper figured we would have hot weather around December, so he built himself a summer house in his back yard. . . . Most of the fellows only get a week, so consequently they have to stay close to home. Fellows getting acquainted with the city were George Dimos, Tom Psaras, Walter Roark, Jim Coss, Glenn McBride, Ira J. Booth, and Leo Maag. . . . Owen Moser spent a week or so at the seashore this year, the first time he has ever forsaken the mountains. . . . L. C. Hunter spent part of his time at Balboa, then traveled to San Francisco. . . . Homer Lawrence hobnobbed with the elite at Lake Arrowhead. . . . Gene Brox visited relatives in Utah. . . . W. T. Smith spent his vacation with the new Mrs. Smith (see marriage column for more particulars). . . . Oh, yes, L. E. Dye says we have to show him due respect now as he has become a grandpa. . . . When the supervisory force received their retroactive checks, Phil Klingelsmith spent a couple of days checking to ascertain whether or not he received the correct amount. On completion of his audit, he figured he was shortchanged 42c, whereupon the office rechecked and found the error. Trouble was Phil slipped in a wrong check stub and didn't know it, so we had him worried for a few days. He even suggested we just forget it after we informed him that instead of being short 42c, he had been overpaid \$5.20 and that it would be deducted the next check. We finally

OUR COVER

This dramatic study by Dave Packwood of the Southern California Automobile Club tells its own potent story. The bright eyed lad is stepping from the safety of a coach into the street with its millions of dangers. Though the coach driver cannot be seen, one can almost hear him saying to the boy, "All right sonny, take it slow and look before you run."

A word of caution to the school kids is such a little thing, taking very little effort on our part. A word of advice at the proper moment might save their lives and guarantee their future.

SO, WHEN YOU LET THEM OFF,
DON'T LET THEM DOWN!



told him the truth as he was beginning to lose weight from worry. We believe Phil will stay away from the accounting field from now on.

WINNERS

(Continued from Page 5)

South Park Shops:

Mrs. Marian MacKenzie	50.00
David Stacy	25.00
John Pontrelli	25.00
Camilla Caringello	25.00
A. F. Sundeen	25.00

Division Car Houses:

Harry N. Hunt	50.00
Leslie Wallace	25.00
T. G. Hubbard	25.00
C. R. Fulton	25.00

Sixteenth Street Garage:

Mrs. Emogene S. Rippert	50.00
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Sixteenth Street Coach:

R. S. Davies	50.00
B. Kirk	25.00
P. E. Snider	25.00
M. R. Petter	25.00
C. J. Cox	25.00

Electrical Dept.:

R. C. Houser	50.00
R. F. Walton	25.00

Vernon Yard:

C. S. Smith	50.00
E. D. Mitchell	25.00
T. Moran	25.00
E. Ruiz	25.00

Division 1:

O. Short	50.00
W. M. Elliott	25.00
P. L. Hunt	25.00
A. M. Ehlers	25.00

Division 3:

L. H. Walton	50.00
E. C. Helbing	25.00
J. C. Hill	25.00
C. S. McCory	25.00
George H. Melcher	25.00

Division 4:

E. S. Altenburger	50.00
W. W. Warren	25.00
A. L. Auslander	25.00

Division 5:

A. Dimitri	50.00
R. F. Strong	25.00
H. E. Estep	25.00
Wm. Marion	25.00

Division 5:

E. U. Butcher	25.00
O. H. Smith	25.00
E. H. Batch	25.00

L.A.M.C. Lines:

G. J. Battelle	50.00
I. Crittendon	25.00

OPERATING RESULTS

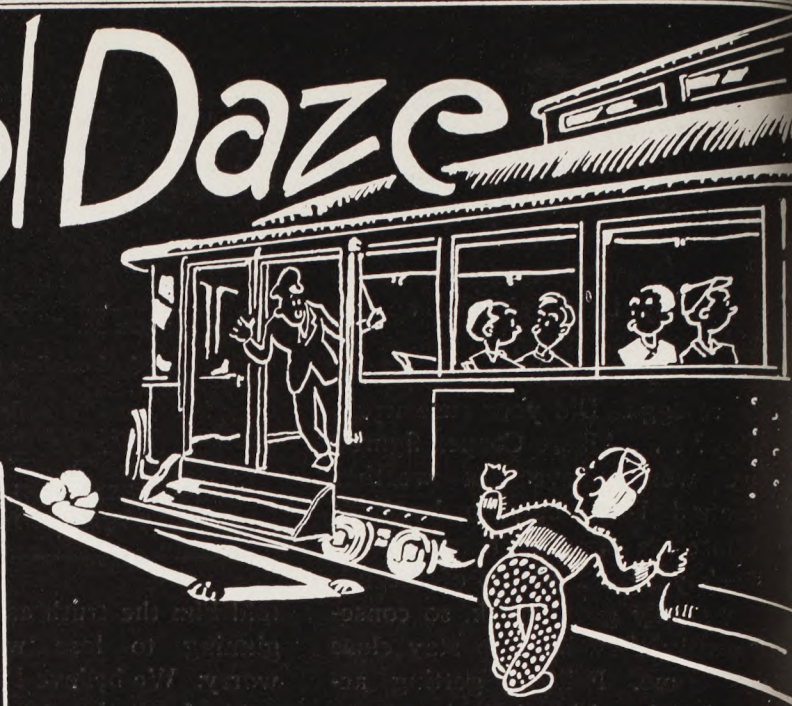
JULY, 1944 vs. JULY, 1943

	1944	1943	1944 Increase+ Decrease- Over 1943
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,831,188	1,625,739	+ 205,449
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)	1,352,612	1,092,241	+ 260,371
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	218,753	184,293	+ 34,460
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	40,047	48,476	- 8,429
Total Expenses	1,611,412	1,325,010	+ 286,402
Leaves Net Profit or Loss	+ 219,776	+ 300,729	- 80,953

School Daze



As the twig is bent so grows the tree. The mental habits of our youth are formed by their teachers; their social habits by their parents and associates, and their streetcar and coach habits are moulded by you. Teach them to have their fare ready, to move away from the entrances, to board and alight quickly and carefully.



Caution them not to play "Brakeman" Only baseballs should be caught on the fly.

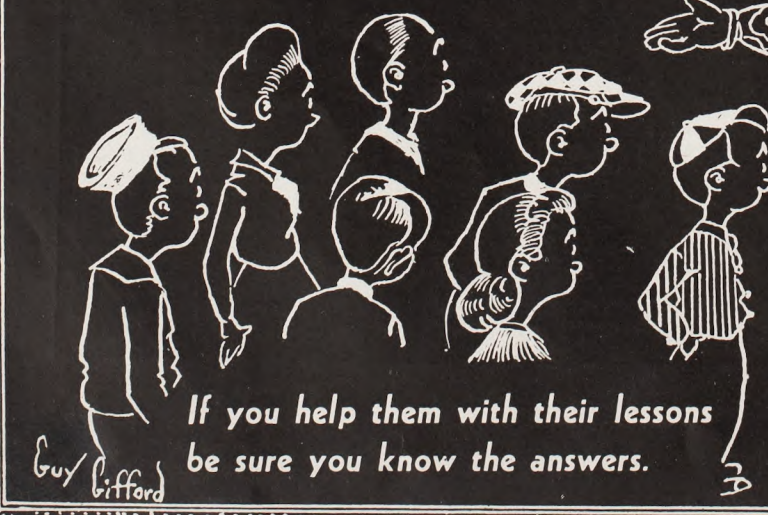


A word of caution before they dash through traffic does no harm.



Be pleasant and jovial, but firm. Kids cooperate with someone they like.

Thanks to your help, everyone in the first grade received A's. They insist that you receive a report card with A's too.



If you help them with their lessons be sure you know the answers.

