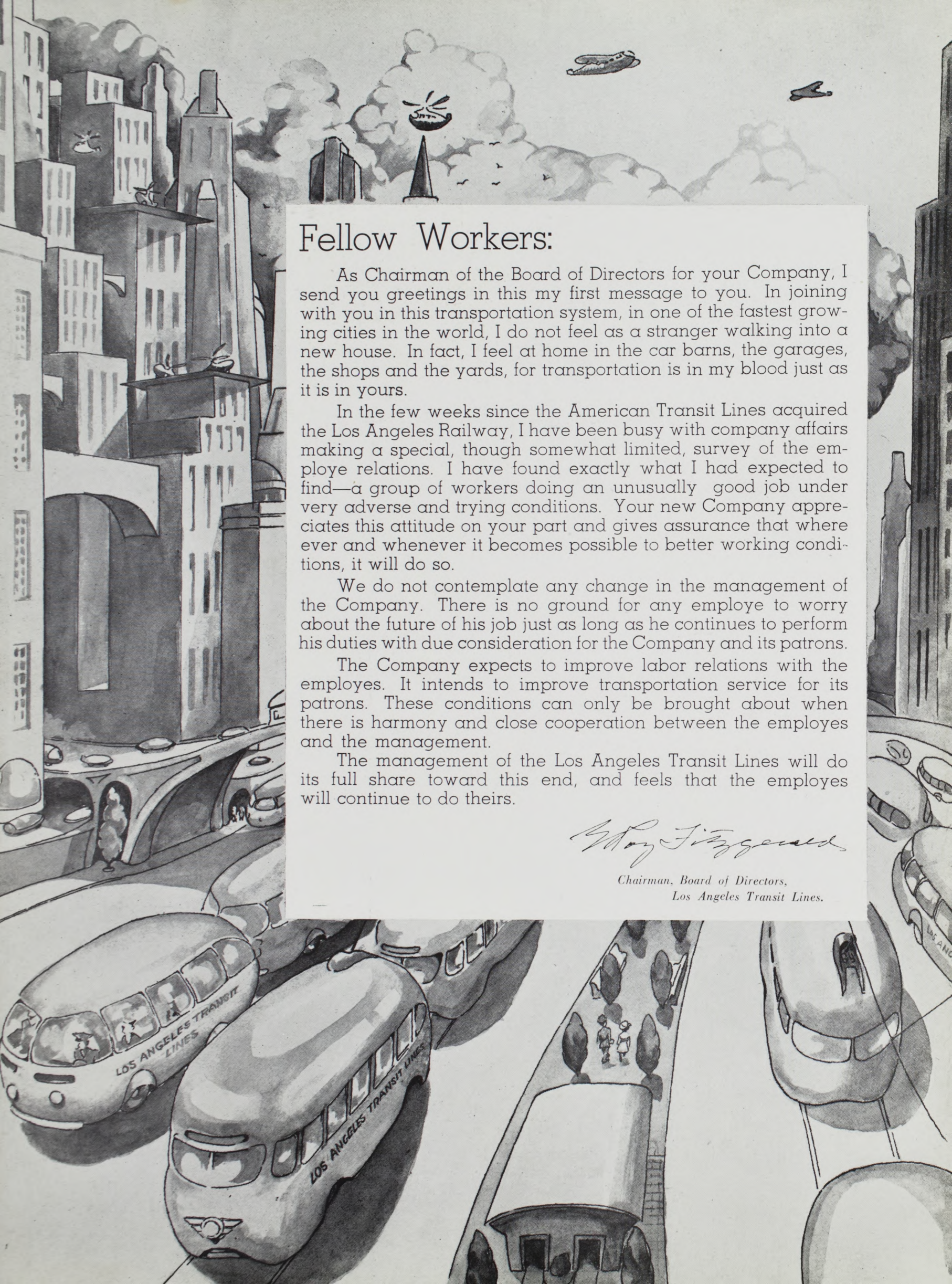


71-30



TWO BELLS

January
February
1945



Fellow Workers:

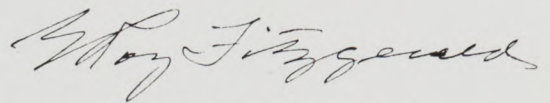
As Chairman of the Board of Directors for your Company, I send you greetings in this my first message to you. In joining with you in this transportation system, in one of the fastest growing cities in the world, I do not feel as a stranger walking into a new house. In fact, I feel at home in the car barns, the garages, the shops and the yards, for transportation is in my blood just as it is in yours.

In the few weeks since the American Transit Lines acquired the Los Angeles Railway, I have been busy with company affairs making a special, though somewhat limited, survey of the employe relations. I have found exactly what I had expected to find—a group of workers doing an unusually good job under very adverse and trying conditions. Your new Company appreciates this attitude on your part and gives assurance that where ever and whenever it becomes possible to better working conditions, it will do so.

We do not contemplate any change in the management of the Company. There is no ground for any employe to worry about the future of his job just as long as he continues to perform his duties with due consideration for the Company and its patrons.

The Company expects to improve labor relations with the employes. It intends to improve transportation service for its patrons. These conditions can only be brought about when there is harmony and close cooperation between the employes and the management.

The management of the Los Angeles Transit Lines will do its full share toward this end, and feels that the employes will continue to do theirs.



Chairman, Board of Directors,
Los Angeles Transit Lines.

THE FITZGERALDS GO WEST

"Go West, young man, go West."

These immortal words of Horace Greeley have spurred many an adventurous man to migrate toward the land of promise. To the West—where creek beds yielded gold and where black sands gushed forth oil. Fortunes were made; cities were built; harbors were dug. Yes, down through the years the Greeley success formula has been followed by men of vision. The growing West still calls and men continue to bring their talents to this ever expanding land.

The most recent Greeley disciples to travel Westward are the Fitzgerald brothers . . . the five boys who started with one bus and now operate approximately 3,722 coaches and 2,353 streetcars in thirty-four major cities.

Theirs is a success story which appeals to Americans, for their story could happen only in America. All five brothers were born and grew up together on their father's farms—Ed and John saw the first light of day on a farm near Strawn, Illinois, while Roy, Ralph, and Kent's birthplace was a farm of 160 acres near Staplehurst, Ne-



The Fitzgerald Brothers, who worked together to develop an unbeatable transportation team which now heads thirty-four properties. From left to right, John, E. Roy, Kent, Ralph, and Ed.

braska. As husky sons of the soil, they learned early in life to coordinate their schooling with hard, honest labor. Because of this teaching in their home, they developed an independence, maturity and sparkling sense of humor which made them able to become the modern geniuses of American Transit.

The Call of the Rails

The boys migrated from the farm into railroad construction work in the Western States. Perhaps they heeded the call of the rails or perhaps they had an early hunch that they might someday change accepted rules in handling mass transportation. They moved later to the mining districts of Northern Minnesota, which incidentally, was the same proving ground for another great transportation system.

E. Roy Fitzgerald, now President of the National City Lines, took a job as a mechanic in a garage at Eveleth, where after working for

awhile, he decided to start a bus business of his own.

Right from the beginning his venture expanded, and soon required additional men. E. Roy explained the potentialities of this new business to Ralph and Ed who pooled their savings, making the purchase of two new "gas buggies" possible.

Two Miles at First

Their first line was two miles long. They carried miners to and from their work between Eveleth and Leonidas, Minnesota. Long hours were the rule; each drove a route and worked a shift. Between driving duties they washed, greased and repaired the two-bus "fleet." Sometimes repairs were made on the road in all kinds of weather but each Fitzgerald could make them—and did. E. Roy began to look around for more people to haul, Ralph specialized as a repair man, and Ed handled the finances and kept the books.

Bouncing over poor roads



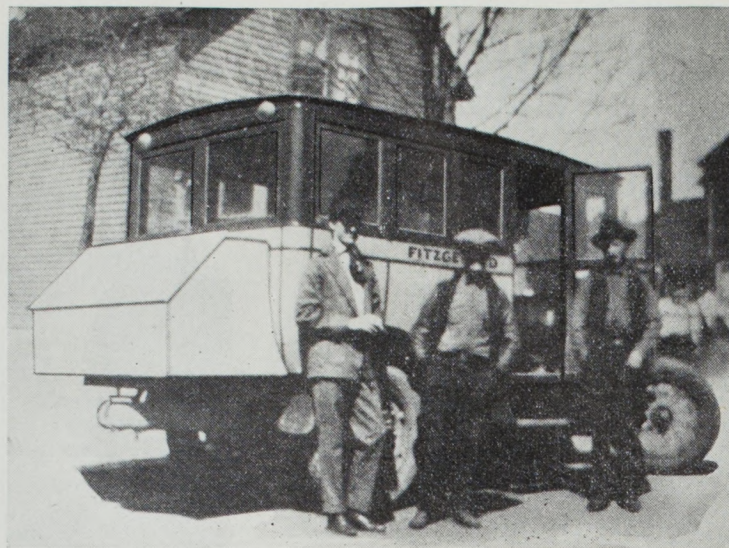
through axle-deep mud in a driving storm would dampen most men's ardor, but the tough operation only spurred on these determined brothers. They established a reputation of dependable service, so much so that by 1921 the embryo business was extended to nearby Virginia, a distance of five miles. Additional manpower was necessary. Brothers Kent and John were invited into the organization. They, too, drove and repaired the bouncing buses, fought the mud, the slush, the snow and the dust of those early Minnesota roads.

More Business

The Fitzgerald enterprise grew. Before long this unusual business combination of five brothers in one enterprise had extended its operations to include Fort Francis, Ontario, on the north, and Duluth, Minnesota, on the south. This first operation was later disposed of when the brothers moved to operate from the Twin Cities to La Crosse, Madison, Dubuque, and Chicago.

It was the hard gained experience in intercity operations which gave the brothers a clear picture of the possibilities of modern urban transportation within the cities touched by their ever-expanding cross country routes. It was the background of rutted roads, emergency repairs under adverse conditions, driving into swirling snow storms, which gave the

With this little ten passenger bus the Fitzgeralds extended their operations from Eveleth to Virginia, Minn. Note the trunk on the back end for the passengers' luggage.



brothers the ability to see clearly, to look at the transit picture through their own eyes and to ignore set rules, set ideas. "Mass Transportation," in a recent story entitled "Fitzgerald—Man of the Year," puts it in this manner:

"A few years after World War I and the great spawning of automobiles, mass transportation by streetcar and auxiliary buses seemed labeled a 'lost' profession. The great bonanza field of the early nineteen hundreds, traction franchises, was not only gone and forgotten but the power companies who came along to sit at the banquet table had put mass transportation holdings aside like an unwanted stepchild in an attic room . . . They didn't believe anyone could make a profit in the "streetcar business" and they felt that buses were only a palliative that kept you from renewing track

and building new extensions . . .

"The great thing about our American way of working is that when the tycoons get into a groove of this sort, there is always a guy around who figures out a sound plan they quite overlooked.

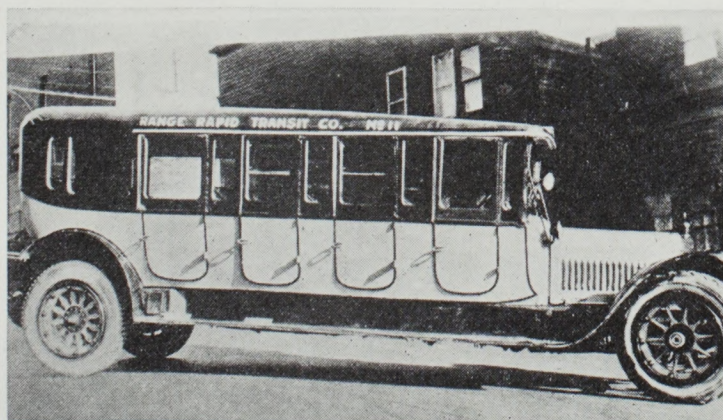
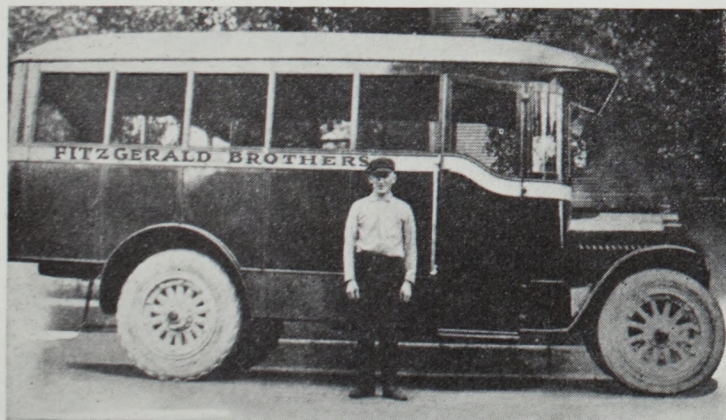
" . . . E. Roy Fitzgerald, President of National City Lines, in the last decade has laid out a success pattern in over thirty American cities for an industry that had been called sick unto dissolution . . ."

Teamwork

It was the hard beginning—the background of tough operation—which taught the brothers Fitzgerald the need for teamwork between management and employe. This teamwork comes from the fact that all of the executives, supervisors, and superintendents of the National City Lines

(Continued on Page 27)

Left: E. Roy poses beside the first venture, a bus running out of Eveleth, on a route 2 miles long. The one on the right was the latest thing when the Fitzgeralds first put it into service.



STREAMLINED FOR VICTORY



VICTORY COACH

Built to O. D. T. and War Production Board specifications, this Victory Coach is still the most modern vehicle of its type. The lack of chrome and nickel plated guards, bumpers, etc., takes nothing away from its streamlined beauty.

Left: The beauty of trim simplicity in the Victory Coach is also evident to the passenger. Handy stanchions, firm handholds for standees, form fitting leather seats, and soft indirect lighting lend an air of comfort and spaciousness.



BIGGEST news of the month is the announcement that 237 new coaches have been ordered by the Los Angeles Transit Lines to replace war time emergency equipment. This emergency equipment, to be retired as quickly as possible, is represented by older, outmoded vehicles.

By the last of February 37 of the new order should be rolling. These are White Victory Coaches (pictured above). 92 of the others are G.M.C.'s (General Motors Coaches) and should be delivered early in June. The type of coach making up the balance of this good news order has not been announced as yet nor has the delivery date been set.

The White Victory Coach is similar to our present White equipment, the coaches known by the men as "2600's." In fact, the 12-cylinder pancake engine is interchangeable. This type engine is flat and lies beneath the floor of the coach. The Victory Coach is built to rigid O.D.T. and War Production specifications. These agencies settle upon the number of seats allowable, windows necessary, type of material, etc. All fancy frills have been stripped from the coach, although we understand that our particular order will be equipped with stainless steel stanchions, rather than the enameled type shown in the insert.

The Whites have a manual controlled gear shift, three speeds forward, and one in reverse. Experimental hydraulic drives for this type coach, now on test, will be interchangeable with the manual transmission, and, when these are perfected, will no doubt replace the manual operation.

The coach measures 35 feet in length and is 96 inches wide. It will seat 44 passengers. The placement of stanchions and handholds in convenient spots will make it easy for the standees to read as they ride. It holds four more seated passengers than the "2600," which has a capacity of 40. Our Diesel coaches seat 45.

The doors are interlocked with brake and throttle which, of course, is customary with automatic treadle door operation.

These new steps in modernization, even while the war continues, promise greater strides in the post war future. The Los Angeles Transit Lines is going places. Tell your friends or your relatives, who are anxious to get into essential work which promises a career when the war is over, about your job. Tell them to make it their job, too. And be sure to fill out a referral card when you send them to the Employment Office. You will receive \$5.00 when they have completed thirty days with the Company.



Thank You,

soap. I have paid as much as 35 shillings (\$7.00) for a room for one night, no running water, no towel or soap, and had to walk up two flights to the bathroom. We are the highest paid soldiers in the world and the "Limey's" know it, believe me.

"The transportation system over here is a lulu. The trolley buses are double-deckers with a capacity of 28 passengers on each deck. Standing is frowned upon unless an emergency arises. Standing on the top deck is not allowed at any time. The coaches do not have an open top like the old double-deckers we used to have. They couldn't, in this climate. The average fare is 2 pence, or "tuppence", as they call it. This is about 4 cents in our money. It is true that the fares are low, but the average laborer only makes about 3 pounds 10 shillings, or \$14.00 a week.

"Please give my regards to the boys at the 16th Street Division. I am looking forward to being with y'all in the near future.

Very truly yours,
T/Sgt. Clarence P. Kruse."

WHY THEY TALK RAILWAY

U. S. Navy
The Marianas

"Your choice of presents is superb, as it has always been in the past. And as I have said before, it is nice to know that those at home don't forget, especially when they are as busy as the Railway must be at this time.

"Our buddies often wonder when two former Railway employes meet, why they talk Railway, as though nothing else existed. This is just one of many reasons.

"All that we ask is to end the war so we may return to our respective runs. I know that I can speak for all,

as from time to time we meet in the field.

Very sincerely,
Addison J. Howard, M.M. 2/C."
Former Operator No. 573
L. A. M. C.

GOOD TO BE HOME

U. S. Army Hospital
Nashville, Tennessee

"I just received a Christmas present. It is greatly appreciated and very useful. I returned from overseas recently where I was engaged with the Eighth Air Force, and having completed my tour of thirty missions, was sent here for convalescing purposes. It is really nice to be back in the good old U. S. A.

Sincerely yours,
S/Sgt. William F. Jones."

HE WAS SURPRISED

U. S. Army
England

"The leather shaving kit full of useful supplies arrived without damage and came as a surprise, for I never expected such a generous gift. The feeling of support and friendship from home that comes with such a present is difficult to describe and very much appreciated.

"Living conditions here in the United Kingdom aren't so bad, even though the weather is most disagreeable. We have a continuous cycle of wind, rain, and ice. The boys keep the planes flying regardless of the adverse weather conditions, however.

"The present cigarette shortage has reached us, too. None have been sold for three weeks but we have been promised two packages a week starting soon.

"Best wishes to you all and thanks again for the most useful gift.

Respectfully yours,
Capt. Robert W. Turner."
Formerly at South Park



FROM all over the world—Europe, Africa, Asia, the South Pacific, and the camps at home—letters of appreciation for the Christmas gift from the Company have been pouring in. These letters not only express a formal thank you but they contain a heart-felt greeting to Mr. Harris. By reading between the lines you can almost feel what these boys are going through away from their loved ones on Christmas. To some it has been their third Christmas in foreign climates.

These letters say to Mr. Harris not only "Thanks" but "We knew you wouldn't forget us."

Because of space limitations, it is impossible to reprint all of the thank you letters received but the following is a cross section of the acknowledgments:

BOYS WANT TO BORROW IT

U. S. Army
England

"Thank you for the swell shaving kit. Every one of the boys wants to borrow it to use on overnight passes. It is large enough to hold everything a man needs, including a towel. Some hotels here squawk like the devil if we don't furnish our own towel and



Mr. Harris

STILL OKAY

U. S. Navy
South Pacific

"Thanks for the gift. I would like to be able to give a summary of my activities to date but that is not permitted. I can say this, though—we are in the Philippine show and I am glad that I am still okay.

"Thanks again.

Yours truly,

Floyd E. Osborne, E.M. 2/C."

REPLACES CIGAR BOX

U. S. Marine Corps
South Pacific

"No better choice could be made in selecting a gift for a serviceman. I can say that the Los Angeles Railway is more than doing its share in keeping the boys in the service happy while far away from home. Before I received my leather shaving kit, I was using an old cigar box for the same purpose.

Gratefully,

Sgt. James L. Appel
Formerly Motorman,
Division 4."

WISH I WERE ON SUNSET

U. S. Navy
South Pacific

"I received your Christmas present and I want to thank you for this one and for last year's, also. As I can't write much news over here on the Island, I'll just say 'hello' to the boys who remember me. I sure wish I was on the Sunset run instead of out here.

Sincerely yours,

H. A. Douglas, M.M. 2/C."

HOMESICK!

U. S. Army
Ardmore, Oklahoma

"I want to thank you for the swell toilet kit, Mr. Harris. It's just what I needed.

"I am an engineer-gunner on a Flying Fortress. We're just finishing our

final training and will be going over soon. I like my job fine but would rather be flying out Beverly in a Diesel. I noticed in TWO BELLS that 16th Street has been remodeled. Surely looks nice. Made me a bit homesick, though.

"Got to roll out at 3:30 in the morning so guess I'd better quit for now.

Very truly yours,
Cpl. J. M. Shafer."

FOR WHOM THE TWO BELLS TOLL

U. S. Navy
South Pacific

"The present lines are to say: How do you do—and at the same time, thank you for the present. I was on the island of Saipan when I first saw the fireworks go off; then I went to Guam, and last but not least, I was on Leyte.

"Thank you again for the gift from one who was on the night shift at 16th Street Garage. Would you please send TWO BELLS, or as I call the magazine, 'For Whom The Two Bells Toll.'

Yours truly,
Jess Gutierrez, S. 2/C."

THE BONES WILL WORK FOR HIM

U. S. Army
European Theatre

"It would be impossible to express adequately my appreciation for the marvelous utility kit you sent me which arrived today. Its quality and practicability are almost too wonderful to describe—a man's gift, selected thoughtfully for servicemen in the field. The lads in my tent just finished a hot crap game with the dice you included in the kit. One boy, with a fistful of franc notes, wants to give me 400 francs (\$8.00) for the bones. I don't want his money, though, because those ivories are going to work for me. Tomorrow night I'll give the

cards a workout in some good old 'down 'n go!

Sincerely,

Cpl. C. J. Knittle
Former TWO BELLS
Scribe, Division Four."

"BY DARN," HE SAYS

U. S. Navy
Yerba Buena Island

"By darn, this is enough to cheer a man up, regardless of how the breaks are going against him. The toilet case is something that I have wanted but could not afford. It has been chasing me all over the Pacific and caught up with me here at Yerba Buena Island.

"At present I am awaiting a leave and further assignment back in the Pacific. However, I must say that I would rather be back on the job where I could be of more help. I injured myself slightly while on the New He-

(Continued on Page 25)

EDITOR'S NOTE

We have been very pleased to find in going over these letters that most of the writers express their appreciation for the TWO BELLS sent them. They tell us that TWO BELLS is as welcome as a letter from home. It's their link with their civilian memories — with the Company which formed a part of their past and which will be their future.

YOUR INCOME TAX

**If You Earned Over Five Hundred Dollars in 1944,
You Must File a Return. Here is an Outline of Some
of the Changes Brought About by the New Tax Law.**

AS YOU folks know, the Federal Government has made certain changes in the regulations covering the reporting and collection of individual income taxes to conform to the Individual Income Tax Act of 1944.

The company sent to you a new Withholding Exemption Certificate, which you filled out and returned to your supervisory officer. The purpose of this certificate was to ascertain the number of exemptions to which you are entitled in connection with the Pay-As-You-Go income tax plan (otherwise referred to as "Withholding Plan").

Prior to this year, withholding exemptions were based on "family status," with provision made for head of family as well as for married and single persons. Beginning January 1, this year, the family status method is abolished and your withholding exemptions will be determined by the "per capita" system. The "per capita" system gives you one exemption for yourself, one for your spouse, providing he or she does not claim his or her own exemption, and one for each dependent.

The amounts withheld by the company from your pay do not constitute the final tax you may be required to pay. They are advance installments to be applied against the tax due as a result of the income shown by your annual income tax return.

In most cases, the amounts withheld will come close to paying the total taxes due by you. If the amounts withheld exceed your tax bill, you will get a credit or refund for the overpayment. Otherwise, you must pay the difference.

The procedure of filing your annual income tax returns has been simplified, especially for those who are eligible and desire to use as their return the Withholding Receipt, which will be issued by the company within 30 days

(or later) after the end of each year.

You may use the Withholding Receipt as your income tax return (due to be filed not later than March 15) if your annual wages subject to withholding in 1944 were less than \$5,000; if the total of your additional annual wages not subject to withholding, dividends or interest in 1944 were less than \$100; or if your income was derived from no other source than wages, interest or dividends. If your income does not meet these conditions, you must use Form 1040. A married couple may use the Withholding Receipt as a joint tax return if their combined incomes conform to the requirements outlined above.

The company makes out your Withholding Receipts (Form W-2 [Rev.]) in triplicate. The company gives you the original and duplicate and retains the triplicate copy, distinguishable by the title "Form W-2a." When you receive it you will note that it contains the name of the company, the total wages paid to you and the amount of tax withheld during 1944. At the bottom of the return, your full name, address and social security number appear.

If you are eligible and choose to use the Withholding Receipt as your 1944 income tax return, you must fill out both sides of the form marked "Original." Space is provided in the upper right corner on one side wherein you list the total of all wages received in 1944 subject to withholding and the total of all other wages, dividends and interest. If you have more than one Withholding Receipt, they should be added together and entered in this space. If you have worked for other companies during 1944 the withholding receipts that you received from those companies should be pinned to the one that you receive from the Los Angeles Transit Lines and sent to the Collector of Internal Revenue.

Also, there is space to show income of husband and wife if you file a combined return, as well as the taxes paid with a 1944 declaration of estimated tax, if you filed such a declaration. On the other side you list your exemptions.

After filling out the original, you sign and send it to the Collector of Internal Revenue of your district. You retain the duplicate copy for your own records.

Make no payment when you send your Withholding Receipt return to the collector. The collector will send you a bill if your tax liability is greater than the amounts withheld from your pay plus payments made with the declaration of estimated tax (if you filed such a declaration). If you send in your own and your wife's receipts together, the collector will figure your tax both on a joint return and on an individual return basis and use the method which results in the lower aggregate tax.

If the amount the transit company has deducted from your wages for taxes in 1944, plus the payments you made with your income tax declaration (if made), exceed your total tax liability, the collector will send you a refund. To get this refund you need take no action. The collector will send it to you as promptly as possible. However, if you owe more than has been deducted or paid with a declaration, you must pay it within 30 days after you receive the collector's bill.

If you do **not** meet the conditions (outlined above) which make you eligible to use the Withholding Receipt as your tax return, you must file Form 1040, which may be obtained from your local Internal Revenue Office. But even if you are eligible to use your Withholding Receipt, it is advisable to use Form 1040 instead, if your legal deductions exceed 10 per cent of your income.

It is assumed that employes who

Employees who are eligible (see article) may use this Withholding Receipt as their income tax return. This is the original sheet of the receipt which is issued in triplicate.

are required to file declarations of estimated tax for the year 1944, together with amended declarations, and payments if necessary, will have done so by the deadline for filing the final declaration, January 15, 1945.

The "short form," or Form 1040A, used in previous years, has been eliminated because it is no longer necessary. Most employes are eligible to use the Withholding Receipt for their returns and, in addition, Form 1040 now is set up in such a way that it can be used as a "short form."

Complete instructions for filling out Form 1040 accompany the form and are available at the office of the Collector of Internal Revenue.

When using Form 1040, either the short or long version, all withholding receipts which you have received for the year 1944 should be attached to the return when mailing to the Collector of Internal Revenue. As explained in Item 7 of the instructions for Form 1040: (A) Enter the amount of income tax withheld from your wages by your employer. Attach to your return originals of receipts for tax withheld (Form W-2 or Form W-2, Rev.). If you have lost any receipt, obtain a copy from your employer. If you cannot furnish a receipt or copy, attach a statement to your return showing amount withheld by your employer.

(B) If you filed a 1944 Declaration of Estimated Tax (Form 1040-ES), enter the total amount of estimated tax paid, including any prior year's credit which you applied against your estimated tax. You can determine the amount paid or credited from the retained copy of your declaration, your canceled checks, or other personal records. If husband and wife filed a joint declaration but are now filing separate returns, they may divide the payments of estimated tax between them in any proportion they desire.

Major changes in the new Form 1040 are as follows: Page 2 contains

Form W-2 (Rev.) U. S. Treasury Department Internal Revenue Service		WITHHOLDING RECEIPT—1944 For Income Tax Withheld on Wages		ORIGINAL
EMPLOYER BY WHOM PAID (Name and address)				
Total Wages paid during the calendar year 1944		Federal Income Tax withheld		
\$		\$		
EMPLOYEE TO WHOM PAID (Print full name, address, Social Security No.)				
To EMPLOYEE: This Withholding Receipt may be used as your income tax return if your 1944 income meets the TEST below.				
A married couple may make a combined return on this Withholding Receipt, if their total income meets the test. Their incomes should be combined on Lines 1, 2, and 3, and shown separately on Line 4. The Collector of Internal Revenue will figure the tax on either the combined or the separate incomes, whichever is to the taxpayers' advantage.				
LINE 1 Write total of wages shown on this and all your other 1944 Withholding Receipts (Form W-2)..... <input checked="" type="checkbox"/>				
LINE 2 If you got any wages from which no tax was withheld, or any dividends or interest, write total..... \$				
LINE 3 Add Lines 1 and 2. Write total here... \$				
TEST: If Line 2 is not over \$100 AND Line 3 is less than \$5,000, you may use this Withholding Receipt as your return provided you had no income other than wages, dividends, and interest. If your income does not meet this test, use Form 1040.				
LINE 4 If Line 3 includes income of both husband and wife, show husband's income here \$.....; wife's income here \$.....				
LINE 5 If you filed a 1944 Declaration of Estimated Tax (Form 1040-ES), write total of estimated tax paid. \$.....				
DO NOT WRITE IN THIS SPACE				
To EMPLOYEE: Change name and address if not correctly shown				

a tax table showing the tax rates for persons with incomes under \$5,000. If you use the tax table, instead of listing your deductions, you may convert Form 1040 into a "short form" return by tearing off Page 2 and filing Pages 1 and 3.

Page 3 is intended primarily for those whose incomes are from sources other than salaries, wages, dividends and interest. Page 4 provides space for listing your deductions. Also, it contains the form to be followed in computing your tax if you do not use the table on Page 2. If the return includes wages paid to both you and your spouse, you list the wages and employers of each. Do not include the earnings of anyone else, such as those of your child. If your son or daughter earned less than \$500 in 1944, you may claim the child as a dependent.

Changes in tax computation. Follow the form on Page 4 of your tax return. You will note that your tax bill consists of the total of your normal tax and your surtax. The Victory Tax, which applied to 1943 incomes, has been repealed and, instead, there is a new three per cent normal tax. The new surtax rates include the former normal tax. Also, the earned income credit has been repealed.

To compute your normal tax, subtract your deductions from your gross income (wages, dividends, interest, etc.) and the balance is your net income. After deducting your normal-tax exemption from net income and multiplying the remainder by three per cent, you find your normal tax.

For normal tax, you are allowed a flat exemption of \$500 if your return includes the income of only one person. In a joint return of husband and wife the combined normal-tax exemption is \$1,000 if each had income of \$500 or more; but if the income of

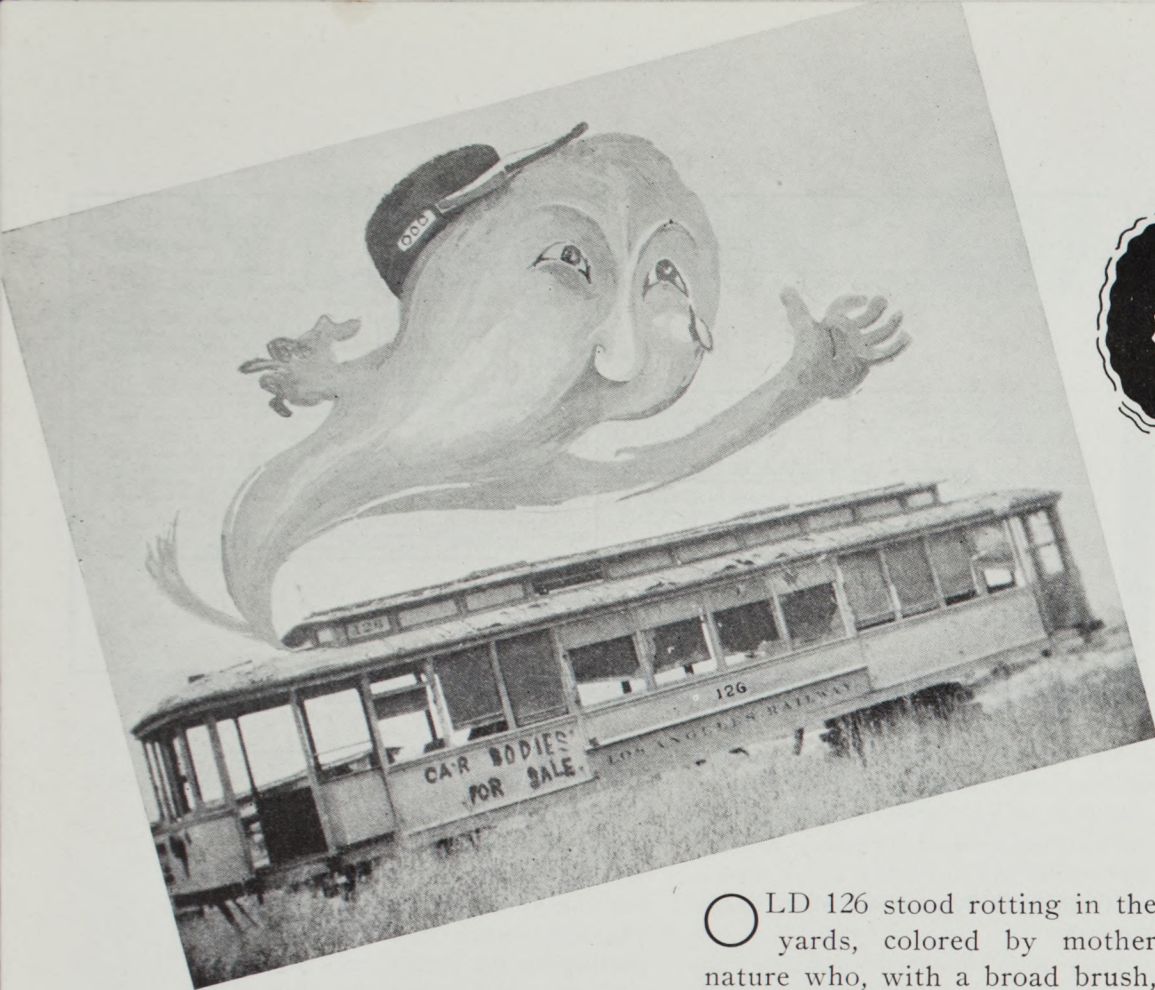
either was less than \$500, the combined normal tax exemption is \$500 plus the actual amount of the smaller of the two incomes.

Your surtax is arrived at by subtracting your surtax exemptions from your net income and multiplying the balance by the surtax rates given in a table accompanying Form 1040. The surtax rates range from 20 to 91 per cent. In calculating the surtax you are allowed an exemption of \$500 for yourself, \$500 for your wife (if she had no income and was not the dependent of another taxpayer) and \$500 for each dependent.

If, upon completion of Form 1040, you find that there is a balance of tax due the government, you must pay the total amount due when you file your return, or by March 15, 1945.

Employes in the armed forces with gross income of \$500 or more (above the first \$1,500 of annual pay for active service, which is excluded) who are serving on sea duty or outside the continental United States, may postpone filing their income tax returns until the 15th day of the fourth month after they return to this country. But they must file a return no later than the 15th day of the third month after the end of the war.

However, most members of the armed forces will not have to file any returns since their gross income was less than \$500 in 1944. In determining what is gross income, the first \$1,500 of annual pay is excluded. Other exclusions from gross income are: (1) Mustering out pay, (2) contributions by the government to monthly family allowances, (3) pensions and disability compensation to war veterans and their families, (4) disability retirement pay (other retirement pay is taxable), (5) interest on adjusted service bonds, (6) allowances in lieu of subsistence, and (7) rent allowances.



GHOST OF 126

By CHARD WALKER
Railroad Booster's Club

OLD 126 stood rotting in the yards, colored by mother nature who, with a broad brush, had dulled her tones, bringing out the ribs like a yellowed skeleton. The weeds about her steps swayed gently in the wind. The few curtains still hanging fluttered out and away from the windows like clothes on a clothesline. In the early light, old 126 had a ghostly appearance. There seemed to be an ethereal mist hanging about her. She had the reputation of being haunted. Unlike the ordinary haunted house, old 126 sported a ghost of her own. Only a rail fan, one of those queer individuals to whom a streetcar is something more romantic and wonderful than just an inanimate

vehicle, was able to sense the spirit of this streetcar of bygone days.

As I stood watching, a bang came from inside the car, as though a light-foot had tried to ring the gong. Yet there was no one around. I crept forward eagerly, pushed open the creaky door, and stepped inside to sit down upon the dusty seat which crackled with my weight. Suddenly I was frightened. I felt as though the ghost was eager to tell tales to some listening ear about the days in the past when its paint was bright and its motor hummed to the tune of the song of the road. Old 126 had been a majestic car, skimming along a dusty road with only horses and wagons and bicycles as transportation competition.

The banging noise came again but it was only a curtain, torn and faded, which had slapped against the sash. What a letdown. I left old 126 and walked away. But the spell had not disappeared

Center: "No Where In Particular" is the destination of this car, used by the rail fans on one of their trips.

Left: Interior of the Descanso, showing the equipment installed by the rail fans for use on their weekend trips. Notice the phonograph—now all they need is a recording of "The Trolley Song."



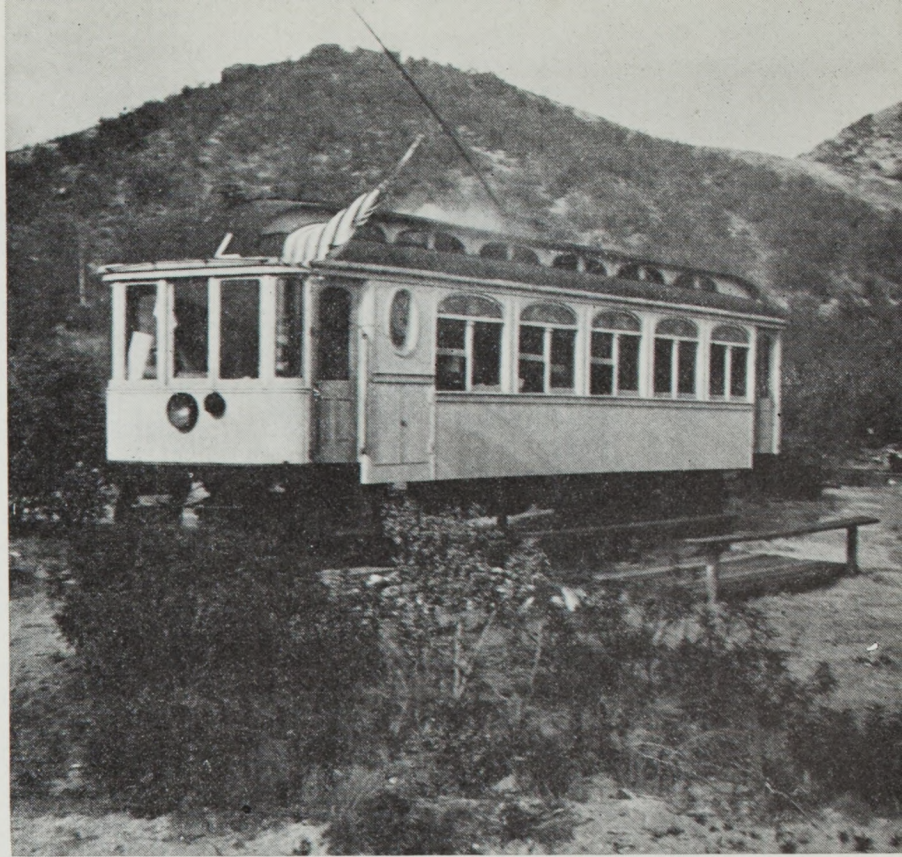
Do streetcars have souls? Rail fans say "Yes"

and as I crawled through the fence, I heard a faint sigh behind me. It may have been the weeds but I still feel that the lonely ghost was bidding me come again.

Now you see why rail fans would quickly be thrown into the booby hatch if they did not band together to prevent such a happening. There is strength in numbers and, of course, birds of a feather flock together. Most rail fans living in one vicinity form a club where they can talk over the rail situation and show each other pictures they have taken of cars and trains. Best of all, they plan excursions or fan trips on special trains and cars. These were regular events prior to the outbreak of the war.

In other words, there's something about a streetcar. What is a streetcar? Well, to a motorist it is a nuisance, to a passenger it is something that's too crowded, to you trainmen who run the things it is something the mechanics fail to adjust properly, and to you mechanics it is something the trainmen are always abusing.

Exterior view of the Descanso. Note the small doors at the left of the car through which the coffins were inserted.



But to a queer tribe of individuals known as rail fans, a streetcar is something special. Just as you call a person you know by his name, so the rail fan think of and refers to a streetcar by its number. To Joe Doe it's just another streetcar, but to Joe Rail Fan it's car 1283, an H-4 with Westinghouse HL controllers, type T-5 trucks, four Westinghouse 514-L motors, and type HB-26 brake shoes. Its weight is 45,148 pounds when its floor isn't littered with last night's Five-Star Final and last week's Weekly Topics.

How does a rail fan spend his time? When he isn't working to earn the necessary living, he rides streetcars. He rides them back and forth, day in and day out. He takes pictures of streetcars. A rail fan is perhaps more versed in the various types of equipment used throughout the world than most of the transit engineers. You can show him a brake shoe and he will tell you from which car in which city of which country it came.

Four years ago the Los Angeles Railway gave to the "Rail-

(Continued on Page 23)

Two shots which prove there's never a dull moment in a rail fan's life. When they took a trip on some little-used track, this is what they found. The hay was easy to move but the cow proved to be a problem.



VALENTINES



Personality Queen . . .

Betty Elam of Division Three, is called "Queen" or "Queenie" by her passengers. Betty is a farm girl from Wichita, Kansas, and tells us that she really enjoys working the back end of a car. Her passengers certainly must like her, for last Christmas they showered gifts upon her, giving her a robe, candy, flowers, and one man

boarded the car saying, "Because you have been so nice to my wife and me this past year, please accept this little gift." The little gift turned out to be a Parker "51" pen and pencil set.

"I have been riding the streetcars for some time and have noticed the courtesy and gracious service of Conductorette No. 3048.

"She helps all the women to board the car and is especially courteous to women with babies or small children, seeing that they always have a seat.

"She is careful to give helpful advice to strangers asking her the way to go after they leave her car.

"At all times she seems to take great interest in her work, and is always jolly and pleasant. She could well be called the PERSONALITY QUEEN of the Los Angeles Transit Lines."
Max Benshoff

Quiet, Quick Courtesy . . .

"Last Friday I took an Olympic bus, bound west at Vermont Avenue around 2:30. A man was stretched out on the long seat as if he were ill. When we reached a corner, the driver came in and told him very quietly that this was where he had asked to be put off. The man seemed unable to stand but the driver was very quiet and assisted him, with great difficulty, to get off the bus, and put him on a bench. The man was evidently a man of refinement, and I believe the "illness" was due to drink.

"The driver was 816 (V. J. Stratton, L.A.M.C. Lines). Anyway, I am sure you will be pleased to hear of the incident."

(Miss) Elizabeth Lonergan

Amazing . . .

"We wish to report the amazing conduct of Motorman 1240 (L. O. Eide, Division 4) on the Pico car this morning.

"The car was so crowded that none of us could get more chummy with each other, and of course more people wanted to get on. This motorman showed the utmost patience in having people move back, even when one irate gentleman kept making remarks about, 'What are we taxpayers paying the City Manager for . . . it's time someone woke up,' etc. etc.

"We had come to the conclusion that one of the prerequisites to becoming a conductor or motorman was rudeness, and perhaps motorman No. 1240 was the exception to prove the rule, but he really deserves the Medal of Honor, several other citations, and anything else you can do for him."

Lucile Towle and
Florence Freeman

May His Tribe Increase

"May I take a few moments of your time to express my gratitude. You have one motorman on the "7" car that still retains a sense of balance in a hectic world. I noticed his number on his cap, No. 2029. (G. A. Seale, Division 5.) I have lived in L.A. nearly three years and I can say I have experienced discourtesy and many things on the streetcars, but today this man reestablished my faith in human nature, particularly in this service. I stood from 78th Street into town. Not once was my head snapped back like the crack of a black snake whip. No, by some miracle, the car glided smoothly along, coming to a slow and easy stop. Never once were the cash customers yelled at, but a courteous motorman answered questions with intelligence and in a nice voice, not the rasping, snarling kind that greets you as a rule.

"The pay-off came, I think, about 54th or possibly closer in. There were two little girls, one on crutches, an infantile paralysis victim. The child who could walk said, 'Hurry'. The cripple said, 'I can get up,' but both legs seemed to drag from the waist. Your motorman jumped down and assisted this child and shoved the stool over for her (the car was packed). When these children left the car, he lifted her down again. He thought no more of it. And like Abou Ben Adam, 'May his tribe increase.'"

Mrs. C. Branagan
Box 2075, Station V

Fire Fighter . . .

"Sunday afternoon about 6:45 P.M. I was a passenger on the Alvarado bus No. 6109, operated by a Mr. Port (C. H. Ports, Sixteenth Street) or Portes. I am not sure, as he was reluctant to give his name, and felt that he had done nothing in the way of unusual helpfulness.

"However, I am expressing the opinion of several passengers who feel that he was very helpful toward a motorist whose car was in flames. The fire extinguisher on his bus was used very effectively in putting out the flame, therefore saving a person's automobile that might have otherwise been lost. It is a real pleasure to be served by employes on the Los Angeles Transit Lines."

Earl S. Cunningham



L. O. Eide



E. Goetsch



R. T. Melton

MORE VALENTINES

Division One

- C. Carr—alert.
- E. R. Holden—handles crowds.
- E. S. C. Kenzie—considerate.
- K. K. Knudson—helpful.
- D. E. McCarter—waited.
- R. C. Van Hook—handles crowds.

Division Three

- S. M. Alexander—tolerant.
- E. B. Bailey—unusual consideration.
- Agnes L. Davidson—pleasant, jolly.
- A. M. Elmer—excellent service.
- I. Gasparro—courteous to all.
- W. G. Kunkle—announces streets, etc.
- G. A. James—outstanding courtesy.
- Margaret Lawrence—has everything.
- F. A. Parker—good natured.
- H. F. Smith—helpful.
- B. A. Tanner—waited for passenger.
- C. J. Van Dyke—knows psychology.
- S. S. Wollam—even temper.

Division Four

- N. O. Cummins—wise.
- R. L. Geidl—considerate.
- H. Goldberg—efficient and cheerful.
- O. N. Lee—good natured.
- S. G. Stein—gentleman.
- J. L. Williams—jovial.

Division Five

- Beatrice R. Holmes—efficient.
- H. J. Ward—alert.
- J. A. Wear (3)—kind.
- A. R. Wilmeth—good deed.

Sixteenth Street

- D. L. Cole—intelligent.
- R. Coulter—quick thinker.
- L. D. Reese—extremely pleasant.
- J. M. Wade—courteous.

Los Angeles Motor Coach Lines

- J. M. Fagan—friendly.
- Naomi Garside—a smile for everyone.
- B. G. Hayes—cooperative.
- D. F. Moore—tends to business.
- V. M. Powell (3)—very capable.
- J. R. Rodin—avoided accident.
- E. J. Sayre—polite.
- J. M. Varnell—outstanding service.
- W. E. Witherspoon—poise.

Good Deeds Are Certainly Not Forgotten . . .

Here's proof in a letter from a patron commending one of our supervisors, the "forgotten man", for a kindness performed six months ago.

"I have just found a memorandum which I had mislaid six months ago. It is the name of one of your employes whose meritorious conduct on the night of July 13, 1944, I wish to commend.

"On that evening, in one of your streetcars, I had become ill and fainted away. With the utmost courtesy and good judgment, Mr. J. E. Goddard, Supervisor 26, helped me to an ambulance and directed it to the Georgia Street Hospital where in three or four hours I partly recovered. I have also wished to thank him for his pains in recovering my handbag which contained valuable papers. When I came to leave the hospital I found



that it had been brought there for me.

"I am happy to state that your Mr. Goddard performed his duty with the greatest efficiency, kindness and courtesy, and also with only his own attendant as witness."

Mrs. Henrietta H. W. Martindale

He Calls Streetcar and Coach Lines . . .

"Perhaps to the experienced, he's just an average operator, but to the layman like myself, he's tops! I refer to your operator No. 1363 (E. Goetsch, Div. 1) on the 'S' car No. 1377 with whom I rode for too short a distance, westbound from Main Street on Seventh, about 7:45 this A.M.

"The courteous and efficient manner in which he operated cannot be overlooked. At each stop he not only called the street but named all the car and bus lines in both directions. Although his passenger traffic was very heavy, he admonished all in a friendly but firm manner to take advantage of the use of the rear door.

"In these trying times it reflected the former peace-time service which we all hope will soon be possible for your organization to again render.

With more splendid operators like your No. 1363 I'm sure the citizens of Los Angeles will ride with comfort and pleasure on your cars."

E. C. Crawford

A Poet's Inspiration . . .

Most of our men are very courteous. The commendation letters each month prove that. But very few have the ability to bring forth the poetic urge in their passengers as did R. T. Melton of Division 4. Incidentally, Melton is an ordained minister and owns a Bachelor of Arts and a theology degree.

"Each morning as I ride to school

Upon the "J" streetcar,
I find a good conductor
Who drives without a jar.
He moves the passengers all back
And neatly packs them in,
With scarcely any growling
From either fat or thin.

He bravely keeps his temper
When a lady blocks the aisle,
And tries to move her onward
With courtesy and guile.

He helpful is to everyone,
The lame, the halt, the blind,
And when a "five" is handed him,
He doesn't seem to mind.
We think we're very fortunate
To ride with him each day,
And hope that in the New Year,
He'll always with us stay."

The writer of the poem is an English teacher at one of the universities. The poem was sent on a Christmas card to Mr. Melton.



G. A. Seale



V. J. Stratton



C. H. Ports

SOCIAL LIGHTS

WOMEN'S CLUB

By Mrs. C. F. Thun

All ladies in the Los Angeles Transit Lines family are invited to attend our Club. We meet the first and third Thursdays of the month at 962 West 12th Place (Division 4). Should you like to have more information, call **Mrs. O. G. McDermith**, Membership Chairman, at CA. 19725.

For 1945 most of our efforts will be expended on the continuance of our work for the Red Cross and U.S.O. Canteen. Red Cross Chairman, **Mrs. E. V. Athenous**, says she can use more workers. This group meets every Tuesday from 10 to 3. The Club furnishes tea and coffee. You bring a sandwich. Material for many clothing items, as well as yarn for knitting sweaters, caps and scarfs for the United Seaman's Service are also furnished. If you want to help, call HO. 7605.

Each month our U.S.O. group serves coffee, milk, doughnuts and sandwiches at the Union Station Canteen. **Mrs. L. B. Meek**, Chairman, reports a steady increase, the Club having served between 1500 and 1800 service men and women last month.

Several fund raising plans to support the above two causes will be carried on at regular meetings.

Donations for our Raffle and Store will be accepted at any meeting. These donations will be then raffled and sold to raise funds.

Here is the Club calendar for February: On February 15, the Executive Board will meet at 11. The Dime Luncheon, in charge of **Mrs. Timbs**, will be served at 12, followed by a business meeting and a patriotic program presented by **Mrs. J. F. McCormick** and her drama group. A special card party, with prizes, is scheduled for February 22. **Mrs. M. S. Thomas** is in charge. Luncheon will be served at noon.

Mrs. C. S. Wise, Program Chairman, wishes to publicly thank all the wonderful people who entertained at our Christmas Welfare Party. They were the popular string quartet of South Park, **Billy Pinder**, **Tommy Rocha**, **Charlie Matthews** and **Roy Blaize**. **Key Wyse** ("Ken Do" the Magician to you), who pulls a run out of Virgil, pulled some clever tricks out of his hat and kept the

crowd howling. **Donald Pfister**, eleven year old son of **Operator E. Pfister**, L.A.M.C., crooned and danced to the delight of the pleased onlookers. **Mrs. Wise** also thanks **Mesdames Thomas** and **Mitchell**, who helped make and stuff sixty stockings for our Club's Christmas party. The socks were a pleasant surprise.

AMERICAN LEGION POST 541

By E. J. Roche

We were saddened by the death on December 12, of Comrade **James R. Jones**, who was recuperating from an illness at his parent's home in Bakersfield. He was laid to rest in that city with full American Legion honors. Our sympathy is extended to the bereaved young widow, **Mrs. Bedura Jones**, and the relatives of Comrade Jones.

New members of the Post are Comrades **J. T. Giron**, **W. D. Franklin**, **Jess Cowan**, **Laura Allen** and **C. E. Hamilton**, who were given the obligation at the January meeting. Because they have been friends for thirty-five years, **Comrade Leasman** gave the obligation to **Comrade Cowan**.

Staff Sergeant **James Manning**, son of **Adjutant** and **Mrs. Bob Manning**, who is with the First Army in Germany, was decorated with the Military Order of the Purple Heart. Jimmy is the first member of our Squadron, "Sons of the American Legion".

All of us are happy that **Comrade Leasman** recovered from his recent illness and is back on the job. **Leo** speaks most highly of the fine treatment he received at Sawtelle.

Refreshment Chairman **W. W. Jones** and his assistant, **Comrade Frank Chinderle**, are planning a fine treat at an early date.

Second Vice Commander **John Dulco** urges all comrades to make a special effort to visit the Blood Bank, and the Commander adds, "Please do so at once."

Next meeting will be February 20, at 8:15. See you then.

AMERICAN LEGION AUXILIARY

By Marie Manning

The Unit is now eight years old, its birthday being celebrated on February 6, when **Commander Roche**

turned the tables on us and presented **President Betty Roche** with a big birthday cake.

Membership Chairman **Ann Charlesworth** says the Unit has gone over the top in membership.

On January 19, the Unit and the Post made the semi-annual school awards at Berendo Junior High School. **President Roche** and **Secretary Leasman** made the presentations to the happy boys and girls.

Miss **Laura Allen**, Assistant Clerk at Division 4, is the first WAC to join our Unit. And is she a worker! **Laura** has already signed up four members for the Post.

Captain **Eleanor Hart** of the "crack" 17th District Auxiliary Team appointed **Betty Roche** as Assistant Captain of the team.

Don't forget the next meeting, March 6.

VETERAN'S CLUB

By E. J. Roche

The Club and Auxiliary held a joint installation of officers on February 3. **Commander Larry T. Staten** invited **Commander W. Upston** of Inglewood Post 13, Canadian Legion, to take charge of the ceremony. After the usual formalities **Commander Upston** called upon **Captain Larry Doble** of Post 13's "crack" Drill Team to proceed with the installation. The team's military precision was perfect. New officers are **T. L. Hutchings**, Commander; **L. T. Campbell**, 1st Vice Commander; **R. C. Hoyle**, 2nd Vice Commander; **C. J. Jackson**, Chaplain; **L. T. Staten**, Adjutant; **H. F. Nelson**, Finance Officer; **A. Duncan**, Sgt. at Arms; **S. O. Boen**, Marshall.

The Los Angeles Transit Lines is well represented on Post 13's Drill Team by **Dick Hoyle**, **Dave Laird**, **W. A. Bird** and **F. O. Roberts**.

Comrade Larry Staten's son, **William James**, who is a storekeeper, first class, with the Navy, was home on a two months leave after thirty-four months on the Pacific.

Comrade D. W. Daniels, Chief Boatswain's Mate, after eighteen months of active service (we mean shootin') in the Pacific, is home for a month.

Comrades Staten, Hutchings, Nelson and **Hoyle** recently made more donations to the Blood Bank. These boys are regular donors.

The Club's fun and frolic department, The Order of the Sword, is planning to resume its activities.

EMPLOYEES EMERITUS

By P. C. McNaughton

Fifty-four were present at the December meeting of the old-timers. Our Christmas present was the return of President **C. M. McRoberts**, who has been ill for some time. His short address expressed his sincere desire to be with us for the coming year. **Mrs. Korleen Jane** and her ten piece orchestra highlighted our program with Christmas music. **Madame Keyser** told of some of her experiences and sang a number of songs, many of her own composition. A protege of Madame Keyser's entertained us with readings, **Mrs. Mae Bradrick** sang, and **Mrs. Rupard** played the table harp, accompanied at the piano by **Mrs. Lillian Macgowan**.

At the January meeting we learned that **W. A. Hubbard** had a birthday, so we serenaded him with the familiar "Happy Birthday to You." **W. A.** is one man who doesn't mind telling his age. **Mrs. Ina Dale**, our former pianist, visited us and made herself at home at the piano. Other entertainers were an ancient minstrel, who played the banjo and other instruments, making them do everything but talk; **Miss Bettie Higgins** and **Mrs. Bruce Cox**, who sang several duets, and **Miss Kate Rogotham**, who also vocalized.

We hope to see more rocking chair enthusiasts out to the meetings the second Thursday of the month.

SQUARE AND COMPASS CLUB

By H. F. Nelson

Thirty-one members braved the cold weather on January 20, and journeyed forth to the Italian Restaurant at Ninth and Hill for a very delicious dinner. After three months it was good to get together again. The meeting ended with the annual election of officers. **F. Arleigh Frazier** was elected President, **Dick Hoyle**, Vice President; **Clarence Fischer**, re-elected Secretary; your scribe, re-elected Treasurer, and the little half-pint conductor from Division 3, **Myron Taylor**, was elected Marshall.

All of you will be notified by special bulletin as to where and when the next meeting will be held. The Club has been quite busy lately visiting the various Blue Lodges and assisting in raising fellow employes to the Degree of Master Mason. When you receive a notice that a fellow employe is getting his Third Degree at some lodge, attend if possible, as the boys certainly appreciate your being there.

PRODIGAL SONS



Method Hudak



Gerald Van Buskirk



E. C. Feddersen

Three of our prodigal sons, who have returned from the armed forces, stopped by the Editorial Offices to chew the fat and tell us of their experiences.

Method Hudak is back on a Sixteenth Street coach because of a medical discharge from the Air Corps. Hudak trained as a gunner in Colorado and Arizona. He said he liked it very much because it carried much the same thrill as pulling up to a coach stop with a loaded bus. The only difference, he says, is that the bomb bay doors on a bus are vertical and at your side while on a Flying Fortress they are horizontal and are in the belly of the plane. Hudak insists that transportation would become faster and the coach drivers be made more happy if the exit doors on the coaches could be made in the same manner. O.K., Hudak, we'll put your idea in our file on post-war improvements.

E. C. Feddersen joined the Seabees because he liked the name. All his life, or at least ever since he has been with the Company, he has been as busy as a bee. However, Feddersen did not expect to be transferred to the stevedore battalion and made to load and unload ships day in and day out. He spent two years in the South Pacific on different islands. He received one Christmas present from the Company while he was in Camp Perry and the next year he received one in New Caledonia. This Christmas things were rather dreary. The Christmas tree was a disguised palm tree and if it had not been for the Red Cross bringing them presents, it would have been just another day.

Feddersen related a few tales about the fancy foxholes on Guadalcanal. They are generally made by digging

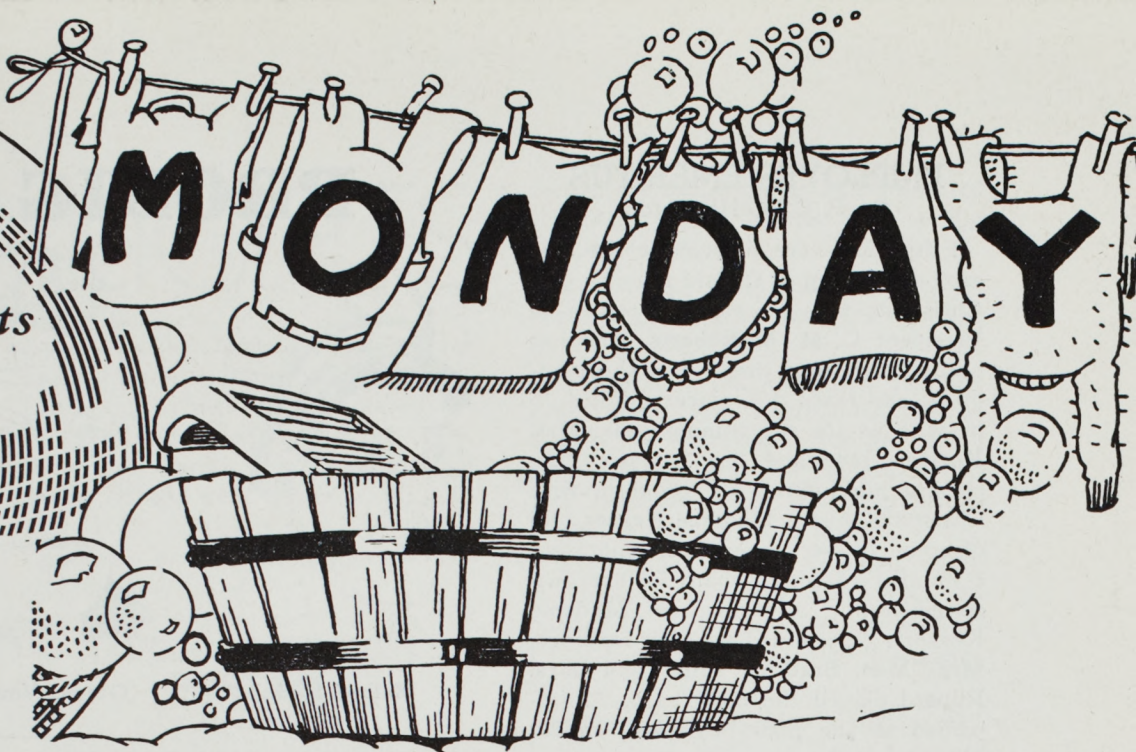
a trench or a cellar, then placing palm fronds over the top. On top of the fronds is piled two or three feet of dirt. Some of these foxholes will hold ten or twelve men during an alarm. Those which the Japanese constructed were very shallow. The Japs depended upon fallen trees and deep brush to hide their activities. On Guadalcanal, soldiers and seabees who had a little initiative did some elaborate work on their foxholes. Sometimes they would dig a hole, pile sandbags and logs around the sides, and then put their tent over the top. The fanciest of all was one made of empty gasoline drums filled with sand. This was quite large, having a tent over the top. It was also the head bootlegging joint on the island.

Gerald Van Buskirk claims he commutes to the Army. He has been in this war twice, was in the Mexican border war of 1916 and 1917, and served a hitch in France in the first World War. Van Buskirk is now back on the "D" line at Division One and thinks that the Army is finished with him. However, he is still represented by proxy. He has a dog in the K-9 Command and two sons in the Navy, one of whom is a gunner and the other on a flattop. "My boys can take care of themselves but I'm worried a little about the dog," says Van. "I'd like to know just where he is and how many medals he has to his credit." Van Buskirk spent most of the time during this war in North Africa as a technical sergeant. He was attached to the Ordnance Department and saw a couple of hot battles in the African theatre.

We are glad to welcome back the boys. We are only waiting and hoping for the day when we can welcome back all of our prodigals.

Dear Ladies

presents



Save Steps

YOU, undoubtedly, have a kitchen table which would be ideal to use for sorting, mending, treating stains, and all such necessary tasks prior to the job of washing itself. You might get hubby to attach casters to the table legs, if it doesn't already have them, so that the table can be easily moved. Then, while he is at it, let him build a few shelves near your washer to hold such laundry accessories as water softener, soap, starch, bluing, etc., etc.

Is
It
Hot?



Plenty of hot water is most essential for successful washing. It is necessary for building rich, thick suds, and it is needed for thorough rinsing. So, see to it that there is a full hot water tank. However, it is rather difficult to get proper soap reaction in hard water. Your answer to this problem lies in the use of water softener. If you have a home water conditioner, you need not worry about water softening compounds but if you use aqueduct or river water, follow these directions to make your own water softener:

Per Gallon of Water

Calgon—1/3 tablespoon for aqueduct, or 1 tablespoon for river water.

Tetra Sodium Pyrophosphate—a little over 1/2 tablespoon for aqueduct water. 1 1/2 tablespoons for river water.

Any of these: Climalene, Glo, Oakite, Tri-Sodium Phosphate—about 1/3

tablespoon for aqueduct and about 3/4 tablespoon for river.

Most of the above compounds may be purchased at your grocer's, and tetra sodium pyrophosphate at your electrical appliance dealer.

Note: Always add water softener first, giving it a minute to dissolve before adding soap.

Watch For Overloads



For peak efficiency in your washing machine, you should include large articles with small ones to help water currents do better work. If clothes cannot circulate freely, your washer is overloaded. It is well to add clean, hot water after each load, although it is not absolutely necessary to follow this procedure when doing slightly soiled cottons. Just be sure to add more hot water, keeping the temperature between 120-130 degrees. Too, you may use the same water for heavily soiled clothing, adding more soap when necessary. You may even do non-fast colors, if you wish, before changing to clean water, but it isn't the safest procedure. Silks and synthetics, as well as dark, fast colors must have absolutely clean water of about 120 degrees.



Correct Wringing

Give the clothes a good start

through the wringer by folding big pieces flat, supporting them as they go through. Buttons and fasteners should always be folded inside. If your washing machine is the "spin-dry" type, distribute clothes evenly in the barrel.

Your washer also likes lots of soap, enough to have top of water covered with two to three inches of thick, rich suds. Never let the suds break apart or become thinner than one inch. Soft and thick materials need to absorb plenty of soap to clean them thoroughly.

Rinse Right



Rinse waters must be warm enough to dissolve every particle of soap. Clothes must be agitated thoroughly either in the washer or rinse tub. Three rinses are ideal. The first rinse water should be of the same temperature as the soapy water from which the clothes have just been removed. The second and third rinsings may have water a little cooler. Your washing machine will even do a first-class job of rinsing for you. Drain it of the soapy water, then rinse it out and add fresh warm water. Place the clothes in the washing machine, turn on the agitator and let run a few minutes. Then hand rinse in lukewarm water.



OUT ON THE LINE

Does your "Monday Morning Out On The Line" leave you "out" at the end of the day? Does your washing leave you "limp" and your starching make you "stiff"? If so, here are a few simple suggestions from the Westinghouse Home Economics Institute, who say you can be all "washed up" but not "washed out" on Monday.



Sorting

Group fabrics as follows: **COTTONS AND LINENS, Light Soil:** All Whites, Light and Fast Colors, Bed and table linens, dish and bath towels, light colored shirts and dresses, underwear, handkerchiefs, aprons, light colored socks and stockings, fabric gloves, bath mats. **Water 120 to 130°** (as hot as hands can stand). **Wash 5 to 7 minutes.** Dry colors indoors or shade. **Heavy Soil—** All Whites, Light and Fast colors. Soak hankies and heavily soiled clothes 15 to 20 minutes in soapy, lukewarm water. Brush soap jelly on stubborn spots (neckband and cuffs of shirts, dresses, etc.) **Wash 8 to 15 minutes.** Dark Fast colors: Shirts, children's clothes, play suits, dresses, slacks (all fast colors). **Warm water, 120°.** **Wash 5 to 7 minutes** if lightly soiled, **8 to 15 minutes** if heavily soiled. Dry inside or in shady spot.

SILKS, RAYONS AND SYNTHETICS: Foundation garments, cotton and rayon tablecloths and bedspreads, rayon or nylon blouses, lingerie, sport shirts and dresses, washable silk articles. **Warm water, 120°** with mild soap. **Wash 5 to 7 minutes.** Dry indoors or in shade.

NON-FAST COLORS: Socks, play clothes, slacks, fabric gloves whose color or trim may fade. **Lukewarm water, 110°** and a mild soap or a good laundry soap. **Wash 5 to 7 minutes.**

Dry indoors or in shade. It's better to wash non-fast colors separately, but if time doesn't permit, wash light colors individually, or separate from
(Continued on Page 18)

Don't let rainy days hold up your washing chores. Your electric fan is ideal for drying clothes inside the house. Place it on a small table two or three feet from the garments and set at high speed.

BUCKING THE BOARD

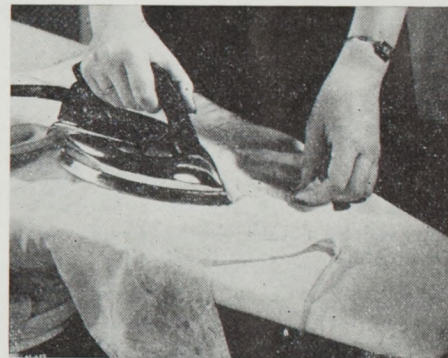
The trainman "bucks the board" only a few months before continuing a regular "run". But the trainman's wife finds "bucking the board" a continuous weekly task. A task which can become a pleasure if she follows these simple suggestions.

First, have your basket of laundry handy and a table or base for the finished products. And you'll find sitting down on a leather covered stool very comfortable.

Never iron bath towels. Shake and fold when taking off the line. And iron only the hem of sheets.

Remove the clothes that you usually dampen from the line before quite dry, and wrap in a towel until ironing time.

As a time-saver, fold pajamas, shorts and children's clothes, except



the fussy ones. Iron on one side, then the other.

Be careful of rayons. Most require a low heat. If iron sticks to material, it is too hot.

The slip shown above is ironed from top to bottom, shoulder straps first to save mussing. If bias cut, iron with grain of fabric to prevent sagging.

Six easy steps for ironing a shirt: (1) Iron inner side of cuffs, then outer. (2) Body of sleeve, cuff opening side first. Repeat on other sleeve. (3) Yoke is ironed from center of back to shoulder. Reverse and iron other side. (4) Begin body of shirt at front and continue to other front. (5) Iron inside of collar first, then outside. Work iron inward from the edges. (The Sanforizing people say to stretch collar fairly tight before ironing to prevent wrinkles in soft collars.) (6) Fold collar down and press over end of ironing board.



(Continued from Page 17)

dark colors so that they won't pick up the dark dyes.

HEAVILY SOILED WORK CLOTHES: Overalls, work shirts, cotton socks and underwear. **Hot water, 140 to 160°** (necessary to remove grease.) Soak in washer 15 to 20 minutes in hot water with rich, thick suds. Wash in fresh water **8 to 15 minutes.**

WOOLENS (Machine Washable, Fast Colors): Underwear, cotton and wool wearables, sleeping garments, etc., but NOT blankets, sweaters or loosely knit woolens. **Tepid water, 100°** with a mild soap. **Wash 2 to 3 minutes.**

BABY CLOTHES: Diapers, nightgowns, sheets, underwear, wrapping blankets, cotton crib blankets. (Diapers, nightgowns and pads should be rinsed in cold water immediately after removal from baby or crib. Keep diapers in a covered pail containing cold water with a little borax. Boil your baby garments first if you wish to be more hygienic.) **Hot water, 120 to 130°** with a mild soap. **Wash 5 to 7 minutes.** Thorough rinsing is very important, especially for clothes that come in contact with skin. Rinse **6 to 8 minutes** in washer for best results. **Hot water, 120 to 130°.** Wring into lukewarm rinse, 110°. Agitate thoroughly by hand. Run through wringer again into another lukewarm rinse.

Starching

Your dresses and blouses will look crisper, your hubby's shirts neater, and your pillow cases smoother if you starch them. Make your starch by mixing one-fourth cup lump starch with one-fourth cup cold water. Stir to a smooth paste. Gradually pour in one quart of boiling water until clear (3 to 5 minutes). For thin starch, dilute one part solution with eight parts of hot water; for medium thickness, mix one part solution to five parts. Thick starch takes one part with three parts of hot water.

Whether your washing next Monday is "out on the line"—or "in on the line", you won't be "dragging the line" at the end of the day. You will find your "running time" reduced and you, yourself, will be "running sharp", and we do mean sharp! This, of course, is trainmen's talk. What we mean is that the time it takes you to wash will be reduced and you will be ahead of time!

Helen

Editor "Dear Ladies"

PERSONNEL PARAGRAPHS

LAZY DAYS CAREERISTS

William Sproule began his lazy days career on December 19. He had been a conductor at Division 1 for nearly twenty-nine years, being first employed in 1904. Bill was appointed to a pension job in 1933, and at the time of his retirement he was a watchman. He may be found at 463 East 30th Street.

Supervisor **George P. Dickerman** retired at the first of the year. He had been a supervisor at the Los Angeles Motor Coach Lines since 1923. George's career is spent around his home at 1224 South Gramercy Place.

South Park Shops bid adieu to **Thomas J. Watkins** on January 4. Thomas had been a scrubber at South Park since 1917. He resides at 1573 East 51 Street.

Vito Nicassio of the Way and Structures Department, retired on January 5, after being with the Company since 1906 as an oiler. He lives at 1601 Lobdell Place.

Motorman **Jack M. Alder** left the trolley pilot's seat on January 6. In 1923 he came to the Company as a motorman at Division 2, ten years later went over to Division 1, and was transferred to Division 5 in 1937. Jack is loafing at 1826 West 65 Place.

Conductor **Jewell Monroe Bunch** of Division 5 was seen taking off to his armchair on January 18. He joined the Company in 1923 as a conductor out of Division 2, and in 1932 went over to Division 5. His armchair is located at 337 W. Manchester Avenue.

CAPTAIN CUPID REPORTS

Captain Cupid whisked all the way to Fort Bliss, Texas, last November 19 to help tie the nuptial knot between **Carl Walden** and **Miss Norma Weeks** of Wisconsin. Carl has been in the Army two and a half years and is now known as Sergeant Walden. . . . Back on the home front Captain Cupid really got busy with his arrows making two bull's-eyes at Division 4. **Lester B. Hasse, Junior**, said "I do" to **Mary M. Ebinger** on December 9, and on December 23, **Lacy Brown** took the matrimonial vows with **Mildred Bailey**. . . . Cupid passed by Divisions 3 and 5 and Sixteenth Street, but scored two hits at Division 1. **G. D. Focht** was married to **Miss Olive Blythe** on December 12, and **W. E. Foley** carried **Anna Belle Brown** over his threshold on December 19. . . . A long and happily married life is wished the newlyweds by all their friends around the Company, and to Captain Cupid, good hunting.

APPRECIATION

Grateful for the sympathy offered by the Company in their time of sorrow, the following sent acknowledgements of thanks: **Mrs. Beatrice M. Penberthy**, **Mrs. Landon Haynes** and family; **Ella Southworth**; **G. L. Stoddard** and family; **Mr. and Mrs. James E. Kenney**, and **Mrs. Catherine Compant**.

END OF THE LINE

Howard S. Compant passed away on December 10. He was born in Chicago in 1911, and came to the Company in 1933 as a car cleaner at Division 5. Since 1934, Mr. Compant has worked as a car repairer, carpenter and electrical mechanic, which position he held until his death.

Toney Hagermyer Kenney reached his final resting place on December 12. He came to the Company on December 4 of last year as an apprentice mechanic at Division 1.

Landon C. Haynes of the Special Roll died on January 2. Mr. Haynes was born in Tennessee in 1873 and came to us in 1904 as a conductor at Division 1. In 1932 he became a flagman in the Transportation Department, and was placed on the Special Roll in 1941.

Jesse A. Southworth passed away on January 10. He had been a watch-

man in the Way and Structures Department since March of 1943.

George W. Moore, who was a trafficman in the Transportation Department, passed away on January 25. He was born in Indiana in 1895, and came to the Company in 1920 as a conductor at Division 1. Mr. Moore was promoted to a trafficman in 1928.

Mrs. G. L. Stoddard, wife of **Motorman Stoddard** of Division 1, passed away on January 10.

Mrs. John W. Faught, whose be-reaved husband is a coach operator at Sixteenth Street, passed away on January 17.

Mrs. Lace H. Stephens, wife of **Motorman Stevens**, Division 4, passed away on January 27.

The heartfelt sympathy of the Company is extended to the families of the above members.

SERGEANT STORK'S MISSIONS

The month of December found Sergeant Stork nearly as busy as Santa Claus. . . . His first target was the home of **Operator and Mrs. R. E. Shea** where he left little **Alice Lee** on December 8. The papa is from Division 1. . . . Sergeant Stork found **J. G. Oliver** (Division 1) and his wife anxiously waiting for him on December 10 when he delivered **Sandra Lon**. . . . Vineyard Mechanical notified the bird to make a stop at the **Polands** on December 11 when he left **Alphonse Carl, Junior**. . . . The next landing was to the **F. W. Meyette's** of Division 4, and the parcel left there contained **Dale** weighing six pounds, seven ounces. Dale is the third son for the **Mayettes**. . . . On the fifteenth, at exactly 9:36 A.M. the big bird presented little **Marsha Gloria** to **Mr. and Mrs. I. E. Leibowitz** of the Auditing Department. . . . Winging his way over the house tops on December 17 the stork could see Division 4's **O. J. and Mrs. Bailey** waiting for him to bring little **Arthur**. . . . His next stop was on the twentieth when he flew over the **P. L. Hunt's** to leave **Robert Marion**. P. L. works at Division 1. . . . Christmas Eve the stork flew over the home of the **Harry Olsens'** (Vineyard) to leave a little guy named **Gary**. . . . Making another Virgil employe's home his target, he left **Richard Enok** to **Operator and Mrs. Tom Lowry** the day after Christmas. . . . The same day, word was dispatched to the busy bird to stop by the **R. L. McCreary's** of Division 1 who were waiting for the arrival of **Roberta Lynne**. . . . After a very busy month Sergeant Stork demanded a furlough. But he was called back to duty on January 6 to deliver a new motorman named **Jimmy Maurice** to **Mrs. and Motorman M. E. Dally** of Division 5. . . . Four days later notification came from Division 4 to take a bundle labeled "**Patricia Darlene**" to the **W. K. Duncans**, the third girl to these proud parents. . . . **Mrs. Raymond Churchill**, whose husband works for the Power Department, welcomed Sergeant Stork on January 11 when he left little **Janifer Sue**. . . . Last mission before **TWO BELLS** went to press was made to the home of **Mr. and Mrs. Aurelio Gutierrez** on January 29 when **Frances** said, "Howdy, folks." Her daddy is a bonder in the Bonding Department. . . . Congratulations to all you happy parents.

HALL OF FAME



The Los Angeles Railway was represented recently in the main lobby of the Christian Science building in Boston, Massachusetts. The exhibit shown above attracted considerable attention and was given much publicity.

THE NEW YEAR BRINGS NEW ADDITIONS TO THE LIBRARY

Those of you who haven't visited your Company Library recently will be happy to learn of the number of new books, pamphlets and magazines that we have for your use. A brief review of some of the new additions will give you an idea of the variety of material that is available.

This past year much material has been published, and discussion given on the new **FEDERAL-AID ROAD ACT** which was signed by the President in December 1944. In the Library files is a copy of this act, as well as the report concerning it which was submitted to the House of Representatives.

Those of you who have friends in the Army or Navy would be interested in the booklet **OUR ARMED FORCES**, published by the U. S. Infantry Association.

The **ELECTRONICS ENGINEERING MANUAL**, volume 3, is another new addition, containing the

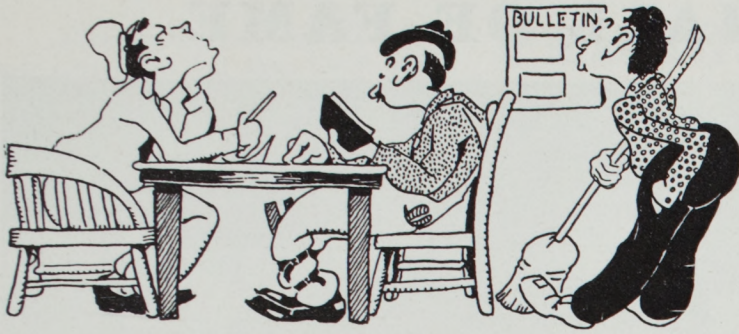
most important articles from the recent issues of the **ELECTRONICS MAGAZINE**.

For the field of Labor Relations, we have received a very thorough booklet for its size, entitled the **FOREMAN'S GUIDE TO LABOR RELATIONS**, by the U. S. Department of Labor.

New additions to our series of pamphlets on Central and South America, published by the Coordinator of Inter-American Affairs are **PANAMA — CROSSROADS OF THE WORLD**, **COSTA RICA — NATION OF SCHOOLS**, and **PERU — LAND OF TRADITION**.

Material on railways and railroads of Mexico is popular in the Library, and to this section has just been added **MEXICO MODERNIZES HER RAILROADS**, which was printed last year by the American Locomotive Company.

(Continued on Page 22)



DIVISION DOINGS

STREAMLINERS

By A. C. Zakor

Yes sir! We dood it! Division Four really started the New Year off right and set some sort of a record. We had no accidents on New Years Day and only one accident on New Years Eve. However, before we get too complacent about it, let us recall what Supervisor of Safety, John Collins, has said on this subject:

Accidents do not happen; they are caused.

The best safety device that can be placed on a car is a careful man.

Carelessness causes more accidents than want of knowledge.

Every man thinks he has good judgment and is using it, but if every man had used good judgment it would not be necessary for rules. Rules are made for the few who do not use good judgment, and naturally catch the good man who occasionally makes a mistake.

We now have with us one of the Jones (C. H.) Boys, who used to wear the uniform of the Baltimore Transit Company. In fact, he still wears it until he can get a new one, for it is similar to ours. Anyhow, he still works for the same boss.

Believe it or not, J. C. Ripley had an elderly lady stop his car out on the "3" line and give him a carton of cigarettes for Christmas. She was one of his regular riders and merely wanted to show her appreciation for his courtesy. Superintendent "Pop" Ellis has

received a great number of letters and Holiday Greetings from former "trolley pilots" who are now in various battle fronts. Nearly all of them reported they had received their Christmas packages which the Company sent them, and they all appreciated such a practical gift.

We were simply knocked speechless after reading the following in Mr. Meek's column: "The new crop of girls starting in as conductorettes is brightening up the whole Division. We have decided to call it the pinup division." Whee!! Are youse guys down at Division Five going to stand for that?

Sincere condolences to our popular clerk, A. E. Emerson, who lost his mother on January 2nd. She was 85 years old.

J. M. Hawley found a huge candle on his car while working the "N" line. The candle measured 11½ inches long and 4 inches in diameter. Wonder what he is going to do with it.

We welcome another new girl to the office force, Miss Laura Allen. She really isn't "new" since she transferred from the "pinup division", where she worked as a conductorette for a short time. Prior to that she was a WAC for over a year. Just the other day she was initiated into the American Legion.

Ross Bragden says the height of his ambition is to marry a rich girl who is too proud to let her husband work.

The buttons on Steve Cooper's vest experienced considerable

strain when he became the proud grandfather to an 8 pound 12 ounce boy, Michael Edward, born to his daughter, Mrs. Ellen Schaudé, on December 27, 1944. The boy's father is with the Navy somewhere in the South Pacific.

Did anyone notice a big change in Inspectors Storer and Thomson lately? If you did, there is a reason. Recently, these two photogenic gentlemen came in close contact with a little glamour from Hollywood, and as a result they won't ever be the same. Some few weeks ago publicity photographers, with the assistance of the Instruction Department, made a sequence of pictures showing starlet Nina Foch (now playing as Mme. Sand in "A Song To Remember") going through the various stages of becoming a conductorette.

Lieutenant Jesse Taylor of the Army Chemical Warfare dropped in for a chat on his way through Los Angeles. He should be an expert on knowing how to make blondes, in fact, any color hair.

Heard from Joe Dotts who now operates a taxicab in Marquette, Michigan. He says he is doing all right, but "that 'Pop' and LARY are constantly in my thoughts."

One of our inspectors pulled a good one recently. He was helping an operator out on the "3" line who had an accident. In the attempt to get as many witnesses as possible, the operator had stopped to get one more street witness, while the inspector, thinking the operator was on the

car getting witnesses, sat in the operator's seat and took off. After leaving downtown and going out to Alvarado street, the inspector then saw he had left the operator at the scene of the accident.

SIXTEENTH STREET EXHAUST

By Emogene Rippert

Congratulations are in order for Miss Verla Sievert, Clerk in the upstairs office, who married Joe Wall, of the U. S. Marines, on January 28 in Parson, Kansas, their home town. We all wish them a world of happiness. . . . We understand that Arthur Leisure has been released from the Navy. Welcome back, Art. When are you going to start to work? . . . Christmas cards were received from McInally in England, Nystrom in Honolulu, Blocher in Italy, and Bob Coenen in Wales. . . . Sam Turner has been home sick for several weeks, but we understand he is slowly improving. Hurry and get well, Sam. . . . The two new faces in the office personnel are Juanita Mangrum and Mrs. Edla Foley. Welcome. . . . Martin Fraley and Winfred Hastin, both off with occupational eye injuries, will soon be back to work—and mighty welcome. . . . We extend our congratulations to W. W. Aldrich as Acting Second Shift Foreman. Norman Lane is transferring to Department Twenty at the South Park Shops. . . . Pedro Perez recently became the father of a baby girl, Cecilia Perez. Congratulations to you, Pedro. . . . The newest member of the Gallon Club is Wally Weberg. We have several regular donors and some type "O" blood donors. . . . Fred Yenour welcomed his son home from the South Pacific where he has been for two years. Fred was truly a happy man.

THE HILLBILLY BOYS

By L. B. Meek

Now that we have passed Christmas and entered the New Year, we can make all kinds of resolutions—and have the fun of breaking them within the next few weeks. At any rate, let us hope that we all have gained something from the past by which we can profit in the future. . . . Removing the blackout paint from windows and doors sure helps. What a relief it is to be able to walk up to the vestibule door and not have to wonder whether or not someone is going to push it out in your face. . . . There are people who think that if you want a thing done, do it yourself. It so happens that M. B. Wickline is one of these characters as is proven by the fact that after canvassing the city in search of heavy, wool socks and not finding any, he purchased a supply of yarn and started to work with the knitting needles. When he finished, he had half a dozen pairs of woolen socks. . . . C. M. Neal thought New Years was a little off schedule the other

CURLY TOP

Here's Cliff Howery Junior, four year old son of C. F. Howery, Division 1, who was having a man-to-man talk with his daddy when the photographer came along. From the pleased expression, Cliff evidently agrees with Daddy.



"I'm sending a controller handle to every motorman in the service! Gotta get this damn war over!"

night when an auto turned the corner in front of him and drove right up the tracks at him. It's a good thing he stopped because the motorist didn't. . . . Servicemen who have visited us recently include: 2nd Lieutenant R. E. Malcolm of the U. S. Army Air Corps — those bars and silver wings really look good, Bob. Keep it up. Sergeant Wilber Bestwick, U. S. Marine Corps, stopped by for a few minutes. He has been doing quite a bit of "sight-seeing". R. P. Martin, Pharmacist's Mate 1/C, just returned from another cruise. Congratulations on the promotion, Bob. Captain L. P. Vincent dropped us a line from France. From his title, we'd say someone is doing a good job in the Army. . . . Glad to see Guy Parson get an appointment in the office. He has been doing extra duty there for a long time. . . . W. T. Crowder says that if you want to find out how heavy a paint brush can be, just try using a ten-inch one to put waterproofing on a house. That stuff really gets heavy. . . . A. Auger is a man with patience—and a green thumb. He really can grow dahlias and camillas. I guess he must feed them with an eye dropper. . . . Just heard that L. A. Breckbill stopped one over there when the Germans were making that bulge in France. Word from the hospital in France is that Lloyd is getting along okay.

FLUID DRIVE

By R. O. Bennett

Bill Farrell, our good natured driving instructor, is a man with many titles; he is head shine-man, call-boy, and bell-hop, so just leave your call with him. Bill practically plays nursemaid to the boys on the extra-board. With all of his help, however, there are still too many missouts. . . . We wish to express our sincere sympathy to L. A. Morton whose father passed away after a long illness, and to J. W. Faught, whose wife passed away on January 17. . . . Had a letter from R. L. Griffith, B.M., 1/c, and after six months in pretty fast company in the South Pacific, he still retains that swell sense of humor. Grif says that when he comes home he never wants to see a boat any larger than those at Westlake Park. He still can't get away from No. 44. Grif worked Beverly Boulevard No. 44 for many years and draws the battle helmet No. 44. . . . Mrs. Bennett and I spent a nice Saturday and Sunday at the San Moritz Club. It is located up in the mountains near Crestline. No

THERE'S SNOW IN THEM THAR HILLS
Proof of that statement is offered in this snapshot of pretty red-haired Vivien Bennett, who spent the better part of a day at the San Moritz Club near Lake Gregory scooping up a panful. Vivien is the wife of R. O. Bennett, Sixteenth Street Coach Division.



streetcars, no buses, no noisy traffic. Boy, oh boy, did we have a nice two day rest! . . . Kenny Lanum deserves a pat on the back for his safety record while with the Coach Division. Kenny is now going into his third year for the Company without an accident. If any of you can top this, let yourself be known. . . . Thomas Smith, M.M. 2/c sent us Season's Greetings from somewhere over there. Here's hoping and wishing you the same and a quick return, Smitty. His full address is: U. S. Ship Repair Unit, Barracks 1, Navy 128, c/o Fleet Post Office, San Francisco. . . . Byron Hobbs is back with the Coach Division after many months with the Navy. He's still one of our champ ping-pong players, although he's added about twenty pounds while in the Navy. . . . Harve Evans, who worked the Washington-Jefferson-Adams line for many years, returned to his old stamping ground during this "shake-up". Harvey says he sure feels old when he sees young ladies now carrying new babies when they themselves were only babies when they rode with him. If Harve lasts as long as some of the 300's he is driving out there, he might see them become grandparents. . . . I might add that Le Campbell and R. H. Smith are also going through the same thing. . . . Guess that's all for this time. See you next month.

NEW BOOKS

(Continued from Page 19)

As the 15th of March draws near, the latest edition of Lasser's YOUR INCOME TAX, will help to straighten out the whys and wherefores of the new forms.

Two pamphlets have come in on the use of synthetic tires, OPERATORS—HANDBOOK by B. F. Goodrich Company, and the ODT's CARE AND USE OF SYNTHETIC RUBBER TIRES. After months of waiting, a copy of the DELCO-REMY



LOOK WHAT I GOT FOR CHRISTMAS!
Little Jimmy Hickey takes off on his new tricycle. Jimmy has just turned two years and is the son of Al Hickey, operator at Sixteenth Street.

ELECTRICAL SERVICE MANUAL has arrived and is already in use, as well as the 10th edition of the MOTOR TUNEUP AND CARBURETOR SERVICE INSTRUCTIONS issued by the Carter Carburetor Corporation.

The Municipal Reference Library at the City Hall has sent us a copy of a bibliography that they have compiled called PLANNING FOR LOS ANGELES, concerning background material as well as recent plans for the metropolitan area.

Postwar prospects for California are discussed in the series which the California State Reconstruction and Reemployment Commission has sent us entitled HOW MANY JOBS FOR CALIFORNIANS? Also in this series are the two pamphlets HOW MANY CALIFORNIANS? and HOW MUCH POSTWAR INCOME?

The Haynes Foundation recently released two publications that help in understanding the problems to be met in our city, LOS ANGELES—ITS PEOPLE AND ITS HOMES and LOS ANGELES COUNTY—POPULATION AND HOUSING DATA.

We are glad to announce the arrival of the 1944-45 MASS TRANSPORTATION DIRECTORY containing the list of the companies, as well as their officials, also the new edition of the Bureau of Census STATISTICAL ABSTRACT OF THE UNITED STATES.

SHAVINGS FROM THE SHOPS

By Billy Pinder

Champion quoit players of the Carpenter Shop are Austin Kilgore and Frank Ross who won the title in December and were presented with a beautiful hand-made ash tray with the compliments of Phil Villalobos. The "champs" say they are ready to take on all comers.

We welcome Betty Loncto who is replacing Bernice Spitzer on the telephone board.

After living in his home for the last twenty years, Bert Timbs, Assistant Foreman of the Carpenter Shop, has moved to a new residence. He says he has no trouble at all getting used to his new surroundings.

Mr. W. T. Reynolds, Superintendent of Stores, had a hair-raising experience the other day. He was driving home with expectations of a delicious dinner when all of a sudden something hit his windshield with a terrific force, scaring him out of a year's



LITTLE LINDA LOU

Betty Lou Hamill, Assistant Clerk of Division 3, sends us this shot of her pride and joy, Linda Lou. Linda is fifteen months old.

growth. When he stopped his car and investigated, he found a big, fat pheasant planted on the hood of his car. Bill claims it was the best pheasant he has ever tasted. (Certainly it was an accident.)

Eddie Howells, formerly of the Electrical Department, wishes to be remembered to all the boys at the Shops. He enlisted in the

Navy, and at present is stationed in the Hawaiian Islands. Good luck, Eddie.

Carl Wise, also in the Navy, and formerly of the Carpenter Shop, wrote a few lines expressing his appreciation to the boys who wrote to him. Carl at present is stationed in Alaska.

Mr. Marshall Bradley, our (recognized) weather prophet, is kept very busy these days giving advice to the boys as to what the weather will be, and is seriously thinking of erecting a sign near the check board so that all will be able to bring umbrellas when needed.

Romance is in the air. Geneva Matherly of Mr. Jordan's office is sporting a beautiful diamond ring on the left hand, and it seems that Mr. Howard Eimer of the Electrical Repair Department knows about it also.

Cliff Dennell of the Electrical Repair Department was driving home the other night when an officer of the law pulled him over and gave him a ticket. Cliff, not

MORE GHOST OF 126

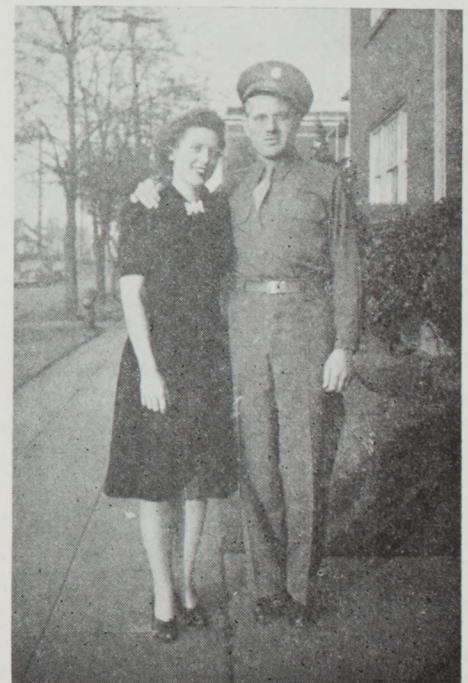
(Continued from Page 11)

road Boosters", the Los Angeles rail fans, its historic old funeral car, "Descanso". The Boosters moved it to Summit, California, at the head of the Cajon Pass, where it can look down on a big part of California. The "Descanso" still looks very much like a streetcar from the outside. In fact, it probably shocks the passersby who wonder how such a thing ever got up on such a high mountain. However, inside it has been remodeled into a cabin. The rail fans go up and spend weekends there, watching the Santa Fe and Union Pacific trains whiz by. Its trucks are still beneath it and rest on a pair of rails. The trolley points to the blue heavens and lazily swings back and forth in the breeze, with the nearest trolley wire many, many miles away.

A set of dishes, a good wood stove, and an icebox have been added to the interior, making it possible to camp out in a streetcar for several days at a time. One particular member of our club, who is fortunate enough to visit the car more than anyone else, is known as the Mayor of Summit. He entertains the other rail fans with magic tricks when there are no trains whizzing by. The "Descanso" seems to have a spirit, too, for all of its funereal background. When it is crowded with boosters, it becomes a cheery place.

Yes, sir—Railroad Boosters and rail fans are certainly different from other people and if Ben Willet of "Point Sublime" were a rail fan, he would sum it all up by saying, "Ain't streetcars the ones!"

THERE'S A DOCTOR IN THE FAMILY Raymond L. Koller and his wife, Jerrie, have made many friends around Division 5 where Raymond worked as a motorman. Now, while he is swinging bandages and decorating with iodine at Fort Lewis, Tacoma, Washington, his wife keeps the home fires burning near by the Division.



wanting to let his wife know about it, tried to hush it up, but someone found out and Cliff had a lot of explaining to do.

Lloyd Hoover of the Carpenter Shop, who recently returned from the Merchant Marine, had quite an experience the other night. A big wind came up and blew his wife's washing all over the place, and Lloyd could be seen in the early hours, picking up the clothes. Says he never had to do anything like that while on the ocean.

After many years of lonely life, "Hank" Williams almost met his Waterloo. One of Mr. McCune's staff proposed to him. It not being leap year, Hank refused.

There was quite a bit of excitement the other day in the Unit Overhaul when Tommy Rocha locked himself in the rear end of a coach. But after a lot of shouting and banging, he was quickly released.

Here's more news from the boys who are in the service: Will

LITTLE LITTLES

H. H. Little, Sixteenth Street, is pretty proud of his three little Littles, two of whom are shown in the picture below, Freddie, age 8, and Ronald, age 5. The new baby girl, Pamela Frances, was too tiny to get in with her big brother Littles. These beautiful children got their name from their daddy and their looks from their mother.



ON HER TOES

Little eight year old Harriet Friedman, daughter of I. Friedman, Division 1, is the feature tap dancer at the Meglin Studios. She is preparing early for a career in show business.

Oglesby, son of Ted Oglesby, Paint Shop foreman, wrote a very interesting letter to the boys. He recommends TWO BELLS highly; says it keeps him informed about the news and wants to thank the fellows for the package they sent him at Christmas. Jack Sottile's boy was a visitor at the Shops and says he is all set again to get back in the fight. Jack Ogden, formerly of the Carpenter Shop, came in to visit us recently. Jack is in the Navy and is a first-class boat-swain's mate.

PAGING PRINCE CHARMING

By Irene Hanson, Division 3

I am a tired conductorette,
My hair is getting grey,
From punching transfers, collecting fares
Throughout the livelong day.

I have to bend my creaking joints
(I have the rheumatiz),
To pick up pennies that I drop—
If that ain't fun, what is?

And, oh! the question that I'm asked
By "Know-Nots" everywhere;
It isn't any wonder
That I'm running out of air.

Sometimes I am so thirsty,
And hungry, tired, and sore—

But still the trolleys have to run
To win this goll-derned war.

Each day I watch with eagle eye
The gents that board my car,
For some Prince Charming to appear
And carry me afar,

Upon a snow-white fleecy steed,
To peaceful realms somewhere,
Away beyond the trolley's noise
Of wheels and grinding fare.

No more my bones will ache and pain,
No ding-dong trolley bells for me;
'Tis there forever more I'll dwell
In perfect, quiet ecstasy.

YARD BIRDS

By L. F. Sparks

Jake Zuber, former Assistant Supervisor now on the Special Roll, was in for his regular visit a day or so before Christmas. He brought his annual box of cigars, which made him doubly welcome these days of tobacco shortage . . . Elmer Mitchell spent a few days in the hospital under observation but as nothing serious developed, he was back to work in a couple of weeks . . . Blacksmith's Helper Tony Pacheco received word that his son, Johnny, was wounded through both arms on the Western front. Johnny is getting better but says it will be a little while before he will be returned to action. . . . Louis Schmidt reports a pack rat was at work on his car. Seems as though someone went through the glove compartment, swiped two packages of Camels, and left a flashlight in exchange. What we wonder is: Where did Louie get the Camels? . . . Charles Shelton got two jolts the same night. Some evil character stole two cartons of Camels from him, and the same night, in his dreams, he kicked someone someplace and woke up with a toenail torn off from kicking the window sill. Charlie says it's too bad it wasn't the real thief as it would be worth the loss of a

toenail to place a well directed kick on that kind of a rat. . . . Anything can happen to the night crews—and usually does. The other night the grinder car manned by Fred Barnes and Art Ewing was passing Hollenbeck Police Station when the police, chasing a stolen car, went scooting by and fired at the thief. A stray bullet went through the grinder car window and lodged in the woodwork. There was absolutely no other damage except broken glass and shaky knees. . . . Anyone needing expert advice on how to switch a train, see Sam Cohen. . . . Someone gave Jack Baldwin a bottle of "Echo Springs" for Christmas. After taking two drinks of it, Jack went out and milked the cow twice. Next morning the poor boss took a sniff of Jack's breath and fainted. We subscribe to the theory that Jack should give the liquor to the cow. Then maybe the strippings would be "Cream of Kentucky." . . . Edward C. Fleming, after being with us thirty-three years and eight months to the day, retired. Ed says he started out to make his own living when he was fourteen by working on the track gang of the Santa Fe ten hours a day for \$1.10. He came to work for the Company May 16, 1911, and after working his way through various jobs, was made Supervisor of Tracks in February, 1921.

Ed wants all the boys to read the following:

Upon my retirement I wish to thank each one of you who has worked under my direction and with me in the Way and Structures Department for the fine cooperation you have always given me. It will be a fond recollection that I will always cherish as long as I live.

The many years I have been with you seem such a short time and were such a great pleasure.

Sincerely,
Edward C. Fleming.

THANK YOU, MR. HARRIS

(Continued from Page 7)

brides Islands and was sent back here for treatment. I am now ready once more.

Your devoted employe,
Peter S. Brezniak, S. 1/C."

TRANSPORTATION STILL HIS BUSINESS

U. S. Army
Brisbane, Australia

"It has been two years and four months since I pulled my last coach into Sixteenth Street Garage, and I have traveled to many distant parts of the world since then. However, my eagerly anticipated copy of TWO BELLS has never failed to locate me eventually, as did your most useful Christmas gift just this morning. I am thrilled with the thoughtfulness behind a corporation the size of the L. A. Ry. which, in these troubled times, can still remember that there is Christmas all over the world—even ten thousand miles out here across the blue Pacific.

"I am still using the cloth utility case that L. A. Ry. gave me last year. It is quite battered up, however, after traveling by my side over a quarter of a million miles in the past year. Transportation is still my business, even in the Air Force. However, my regular run now is through the clouds and with four big engines purring away, instead of one. Yet, I'd still trade it for a Diesel and a daylight on Beverly any time.

Very sincerely yours,
Howard L. Burley, 1st Lt."

ANY DAY CAN BE CHRISTMAS

U. S. Navy
Admiralty Islands

"Received your very lovely shaving kit and it surely is nice. I didn't wait until Christmas to open it. Any time we receive something over here, it's Christmas for us. We've been out here now for 22 months without a rest and have been all over the Southwest Pacific—Guadalcanal, New Caledonia, New Guinea, and here on the Admiralties for 9 months.

"I get a kick out of reading TWO BELLS and hope someday to be back in harness with the L. A. M. C.

Yours truly,
"Vic" Simmons, Bkr. 1/C."

"HOLD BEVERLY OR SOTO"

U. S. Army
South Pacific

"I received your wonderful Christmas present and wish to thank you for your considerate thoughts for us, giving us a feeling that we have a place to fill when we come home. If you have occasion to see Fred Ballenger, tell him to hold open a run on Beverly or Soto because I'm coming home one of these days, and it won't be too far away.

Hopefully,
Cpl. Richard E. Schramm
Formerly Operator No. 328"

KEEP GEAR IN AN OLD BOX

U. S. Marine Corps
South Pacific

"Thank you for your wonderful Christmas present. It was something I needed, for when I came overseas we weren't allowed to bring anything like that with us. I have been keeping my gear in an old wooden box. A lot of fellows wanted to know where the gift came from. When I told them, they said it must have been a good company to work for. You see, when fellows like myself who are on a small island in the South Pacific (I can't say where) get presents from where they worked and when their seniority

TAKE IT FROM AN OLD SALT

Christian Hendricks has been in the Coast Guard two years and ten months. He compliments the girls running the cars who have kept the wheels on the home front rolling, and he also has a pat on the back for the Transit Women's Club U.S.O. activities at the Union Station. Those ladies, as you perhaps have heard, serve coffee and sandwiches to the many boys who always seem to be hungry. Hendricks is a boatswain's mate, first-class, and formerly worked out of Division 3.



keeps on while they are out here, they feel that they are fighting for a good cause and that the people back home are backing them to the fullest extent.

A trainman out of Division One, now in the role of a Marine,
Pfc. James C. Thompson."

THREW A NATURAL

U. S. Army
England

"Your choice couldn't have been better, for you see when I was wounded and brought back out of France, all my personal belongings became lost. Since that time a cigar box has served the purpose. You can see how well pleased I am in receiving the leather kit.

"And when I found those two little cubes in the pocket, I rolled them out on the floor and what do you think—an eleven. A natural. Nothing would suit me better, though, than to come back and start pulling a bell cord for the good old Railway.

Sincerely yours,
Pvt. Bart Billings."

COOPER CONNECTS

Sgt. Ray R. Cooper, son of A. G. Cooper, Line Department, is a radar operator on a B-29. He left California on December 9th, and the following is an excerpt of a letter to his folks written from Saipan on Christmas Day:

"Well, today is Christmas and it sure doesn't seem like it for more reasons than one. We had a nice meal today—chicken and ham and all the trimmings, and our pilot gave us a quart of whiskey. But instead of enjoying it at the barracks, we're out here watching to make sure nobody steals our airplane. I'm under the wing of our ship now.

"We have two missions to our credit and I can tell you that our first one was over Tokyo and the second was over Iwo Jima, but I can't tell you when."

Cooper has another son in the Air Force, located at Denver, who is receiving instruction in air photography.



ONCE OVERS FROM ONE

By D. B. Kohl

Beginning the New Year, it would be well to give a moment's thought to your record for the past year. If you have had a poor accident record, resolve to make a sincere effort to reduce your accidents for the coming year.

We all agree that the past year has been a very strenuous one for all of us on the cars, but you have seen many changes made that have been of benefit to you. There was the retroactive pay, the bonus, two weeks vacation for those with five or more years seniority, and a reduction from eight to five years seniority required for dependents' passes. These and many more changes have helped to make the load a little easier to carry. When the going gets a little rough, give a thought to your buddy now in the service who would be more than glad to trade places with you anytime. Let's all keep digging in and do our bit on the home front.

The Division office force all voted Mrs. A. W. Ehlers, wife of Operator Gus Ehlers, a champion cake maker. She baked a beautiful angel food cake and presented it to Mr. Ervin who in turn gave each of the force a piece. Boy, what a cake!

Peter Brezniak, now a seaman, first class, paid us a short visit. He only had time to say hello, then back to his ship. He promised to drop us a card from Tokyo.



ANOTHER TRANSIT FAMILY

Jack A. Limes, guard in the Transportation Department and formerly from Division 5, with his granddaughter Beverly Gordon, stenographer in the Claim Department, and Jack Limes Junior, operator at the Sixteenth Street Coach Division.

Quite a few of you fellows remember James R. Tungate who is now in the Navy. He writes that he is the proud papa of a baby boy, James Edmund.

Watchman Jack Sproule, who has been with the Company for about forty-five years, tells this one on Watchman J. H. Schrader. Jack was instructing Schrader on the equipment of the car, and finally asked him where the "governor" was. Schrader promptly replied, "In Sacramento." (The governor is the gadget, if we remember correctly, which controls the air valve and it is hidden somewhere under the seat or under the car.)

C. M. Beard, who has been our regular night switchman, transferred to the Shops. His place was filled by R. S. Wildermouth.

BONUS COMPUTATION

$\left(\frac{\text{Wages per Vehicle Mile for Jan. 1941}}{\text{Revenue per Vehicle Mile for Jan. 1941}} \times \frac{\text{Current Revenue per Vehicle Mile}}{\text{Revenue per Vehicle Mile for Jan. 1941}} \right)$		$\left(\frac{\text{Current Wages per Vehicle Mile}}{\text{15% of Jan. 1941 Wages per Vehicle Mile}} - 1.48 \right)$		= Bonus per Hour
NOVEMBER, 1944				
$\left(\frac{9.89}{18.02} \times \frac{55.15}{30.26} \right)$	-	$\left(\frac{14.72}{13.24} - 1.48 \right)$	= Bonus	
				= 4.78 or 5 cts.
DECEMBER, 1944				
$\left(\frac{9.89}{18.75} \times \frac{57.38}{30.26} \right)$	-	$\left(\frac{13.58}{12.10} - 1.48 \right)$	= Bonus	
				= 6.65 or 7 cts.



PLEASED WITH THE WORLD
Richard H. Berrell, Junior, reflects the sunlight as he sits on the lawn posing for a picture to fit in his granddaddy's wallet. Richard is the grandson of J. C. Berrell, operator at Division 1.

SHORT CIRCUITS

By Walter Whiteside

With 1945 upon us, everyone is looking forward to a victory year. For the past two months the Electrical Department has been on top for War Bond purchases. We have always been the largest purchasers in per cent of payroll but now we are also first in number of employes participating. We have a number of new employes—so how about you fellows signing a deduction card so that we can go over the top? . . . What would you do if your fourth child were born and you received your 1-A classification the same day? Yes, sir—this very thing happened to Raymond Churchill, substation operator, the other

day. And he was surely one busy boy traveling between the hospital and the local draft board. . . . Some people swoon over Sinatra but on Beverly Boulevard the coach riders swoon over McTaggart. The other evening a lady on Mac's bus seemed to have passed out, and after attempting to revive her, Mac called for an ambulance. Was he surprised a few minutes later when the lady arose, yawned, and got off the bus grumbling, "It's getting so a person can't take a little nap without a lot of busybodies attempting to disturb her!" . . . Everyone was surely glad to welcome Jimmie Thagard back on the job again after being off with a broken ankle. . . . On January 22 at an Electric Club luncheon in the Biltmore Ballroom, Master Diver Phil Henley, former Los Angeles Motor Coach operator, gave a thrilling account of his experiences beneath the waters of the seven seas. He told about the mighty Jap Navy—on the floor of the Pacific Ocean. He recounted his narrow escapes from shifting wrecks, and had his audience on the edge of its seat while he described a long struggle he had with an angry octopus—which is quite a different experience from battling a L.A.M.C. coach. Phil is one of the five master divers in the United States Navy and is at present up for a lieutenant's rating.

THE FITZGERALDS

(Continued from Page 4)

have come out of the shops or from behind the wheel. Quite often these officers can be found in overalls when "on the spot" jobs require immediate attention. This teamwork, the ready-to-pitch-in attitude, plus the employe's knowledge that he or she has a good chance to climb in the organization, is attributed by E. Roy Fitzgerald to the formula for the success of the organization.

We're in this team, now, you and I, and it's nice knowing that our new pilot once wheeled buses under more trying conditions than we now face—tough as war traffic makes it.

Sense of Humor

It's also nice to know that he has a marvelous sense of humor. The reporter who was covering the story of the sale of the Los Angeles Railway for TIME magazine asked E. Roy Fitzgerald for a statement and he replied, "Just say we're five farmer boys trying to run a few buses."

Yes, just a few buses—in thirty-four cities of the United States!

A little sidelight into the nature of this man Fitzgerald is his love and consideration for others. What more could stamp a man than his thoughtfulness for his fellow man. That he lives by the Golden Rule goes without saying.

HALL'S WELL

The Hall boys, Jack and Harold, certainly add "that something" to the Navy uniform. These good looking sailors are the sons of J. L. Hall, Division 3.



OPERATING RESULTS

NOVEMBER, 1944 vs. NOVEMBER, 1943

	1944	1943	1944 Increase or Decrease over 1943
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, etc.)	1,761,650	1,726,013	+ 35,637
LESS:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employees' sickness, accident and life insurance payment and provision for renewal and replacement of property)	1,726,464	1,665,841	+ 60,623
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employees' Old Age Pensions and Unemployment Insurance.)	290,919	251,918	+ 39,001
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	36,165	47,268	- 11,103
Total Expenses	2,053,548	1,965,027	+ 88,521
Leaves Net Profit or Loss	-291,898	-239,014	- 52,884

VIRGIL VENOM

By Bill Ulrich

Hello everybody. Now that the holidays are over, we can all settle back for another year of work and surprises. . . . Dan Getchell, "beau brummel" of the Silverlake line, came into the trainroom wearing a new knee-length suede coat. 'Tis said there were twenty zoot suiters in pursuit of Dan to find out where he purchased said coat. . . . What does the future hold in store for you? If you are in doubt, contact the "Virgil Mystic" who is none other than "Gabe" Miller, the Sunset "night watchman". Santa left a package for Gabe and I happened to see the unveiling. After unwrapping the last piece of paper, I beheld a genuine crystal ball. Some kind soul probably heard Gabe mumbling about not being able to locate the Sunset coaches, as well as their drivers, so they sent him the ball. . . . Bill O'Grady is Virgil's miss-out king. Al Tieman was so alarmed that he became a chauffeur and personally took Bill down to the Fig lot to make sure he'd be out there on the line. Boy, that's what I call service. . . . Phil Bender, the Sunset "Casanova", recently pulled a "Tibbett". You guessed it, he made the loop at 9th and Hill. . . . Remind me to take that trip one of these days and I'll find out what causes these boys to go "off the beam". . . . Brooks Pierce recently caused a furor. He was due to get relieved at Santa Monica and Vermont. Bill O'Grady was there to relieve him. Bill saw his coach coming down the street and was all ready to board it when the coach speeded up and fairly flew by the relief point. When Pierce arrived at First and Vermont he called the dispatcher and said, "There is no one here to relieve me." He was straightened out but quick. . . . Willie Stearns, the "Virgil Wizard", recently found



JUST READ DADDY'S COLUMN

Bill Ulrich, popular scribe from Virgil, showed baby Billy his column for this month and the cameraman caught the above result. Did you think it was that funny?

a wallet with \$83.00. It turned out that the "dinero" belonged to some service man. You can bet your life that someone was made very happy when the wallet was returned. Good boy, Willie. . . . John "Art" Boulton recently copied schedule 8340. The catch is, the runs only go to 8339. . . . Believe it or not, Virgil had four shine men one Sunday about a month ago. . . . Harry Reid received a bowling outfit that can be used indoors and out. All we need is an invite to come out and give it a try, Harry. . . . We just had a general shake-up, and this is what happened! Lou Methe came over on Sunset after years and years on Western Avenue. . . . Joe Fagan, "Viper" to you, came back to Virgil from the Olympic gravy train. . . . Tommy Thompson also came back home from Vineyard. He bumped Bill Ulrich—(hey, that's me)—from the best run on Sunset. My pal. . . . The Virgil "mystery man", Jerry Rondel, got wind that he would have to follow Ray Brown,

and he became so excited he bid a night run on Hyperion. A couple of days before shake-up, he was scheduled to go to town from the Garage, but somehow he managed to get twisted up and he went to La Brea. Maybe he just wanted to show the new students what not to do. . . . A driver on Western Avenue recently was having his ups and downs and pulled up to a stop to load some passengers. One man boarded and had a few suitcases with him. After struggling into the coach he asked the driver, "What's the fare?" The driver answered sharply, "How far are you going?", to which the gent answered quickly, "To Columbus, Ohio." That stopped the driver then and there. . . . Floyd Hughes, Earl Wheeler and a fellow named Allison are now in the Mechanical Department helping to get the coaches running again. From all reports the drivers at both divisions are doing a swell job inside, and with any breaks at all the coaches will be repaired and be out on the road as quickly as possible. . . . Grover is now Foreman of the Mechanical Department replacing Otto Draviner who transferred over to Vineyard to help get those Diesels running again. . . . Jack Perdue is keeping in shape by playing basketball with the L. A. Motor Coach team. He looks good, too, fellas. . . . Our basketball team is doing fine. We have lost only two games. We are entered in a class "B" league, and our games are to be played at John Burroughs Junior High School on Thursday nights. Team members are Carl Smith, Bob Lynch, Bernie Helbling, Ray Cormier, Jack Perdue, Eddie Violet, Bernie Hayes, "Gilly" Gillabeau, King Lilley and Yours Truly. Come out and see "The Boys" in action. . . . Signing off for now.

BUILDING BLUES

By Jennie Bevis

After the hectic hustle of the holiday season it seems very good to return once more to the old routine. Although it isn't exactly the old routine—for something new has been added—to wit, the new ownership. But after the first few days on pins and needles, we settled down to pretty much the same groove. Once again the New Year gleams bright with promise.

Ruth Holt and Opal Barber would like to take this opportunity to thank the girls in the building for making it a very fine Christmas indeed. Ruth and Opal think their gifts were out of this world.

The cool weather unfortunately brings a larger quota for the sick list. We missed Mr. Hanley for several weeks while he battled with a severe case of flu. Mary Jane Spaeth of the Auditing Department is on the mend after an operation. Bob Roberson made a miraculous comeback from a bout of illness.

More undiscovered talent in the building. Did you know that Frances Page, one of the Telephone Operators, is an actress and very competent dramatic coach?

Mr. Greenwood celebrated his umpty-umpty wedding anniversary on December 25 along with Christmas. We didn't find out which one it was, but he did say that he was looking forward to his Golden Wedding Anniversary.

It should have happened in a dime novel. Joe Finn was forced out of his automobile by a man with a gun. A few days later, John Walters engaged in light fisticuffs with a couple of sailors who had been bending the elbow a bit too generously. Next week—East Lynne.

Private 1st Class Margaret Fielder is now at her new post at McClellan Field, seventeen



STILL LEANING ON POP

William James Staten, home for a thirty-day rest after spending two years and ten months in the Navy. L. T. Staten, furnishing the shoulder, is the Adjutant of the Los Angeles Transit Lines Veterans Club and works out of Division 3.

miles north of Sacramento, where she is attending Army Drafting School.

One of the girls in the Payroll Department (she shall remain anonymous) gave a very realistic impersonation of Dagwood getting off to work in the morning. She had a carful of passengers hanging out the windows cheering her on enthusiastically. P.S.—she arrived at work on time.

Sympathy is offered to Maxine Hawke on the death of her mother.

Flora Bridges, of the Research Department, is making good in a big way. Flora left Mr. Perryman's office in August, 1943, to join the Women's Reserve of the Marine Corps. Proof of her fine record serving Uncle Sam is found in this paragraph clipped from the "Flight Jacket," official U. S. Marine Corps Air Station publication:

"Popularly called the 'Brains Division' of the Planning Section is the Statistics Department. There, under the direction of Sergeant Flora Bridges, Chief Statistician, the job of fact finding is accomplished by Naval Air Bases. Sergeant Bridges is a former professional statistician."

SOUR GRAPES FROM VINEYARD

By C. P. Hunt

Well, the quarterly shake-up finds the same operators working much the same runs. Of course, there are a few changes but it's a funny thing—with each shake-up there is much talk about "bumping"—then when it's over, everyone is busy talking about "so-and-so" taking the same run. So it goes—on and on . . . The biggest buzz, though, is about the new coaches due to arrive soon, and, of course, about L. A. Ry. now being known as Los Angeles Transit Lines. True to the tradition of the transportation business, you never know what is going to happen next. . . . Yours Truly had a guest recently—Warrant Officer Phil Henley, who was invited here by the Los Angeles Transit Lines to be guest speaker at the Electric Club luncheon. Phil leaves greetings to all his fellow coach operators at L. A. M. C. whom he was unable to visit while here. . . . There are many new faces around Vineyard, as well as Virgil. Many of these new employes are active in the sports activities of "M.C.". If you are not familiar with these people, why not visit a game or two? Your cheers will help them along, and you will have an interesting evening's entertainment. Never in all the sports in which "M.C." has participated in the past has there been as much excitement and as large turnouts as at present. In every tournament entered, "M.C." has come out with flying colors. Perhaps the snappy uniforms have had something to do with this but in reality, only the honest efforts of these men and women are the answer. Give them your support. Be in the "know" as to what we are doing and who is doing it. . . . One of our versatile athletes, Johnny Hope, pulled his audience out to the edge of their seats re-

cently at the bowling match, and the next evening caused them to rise to their feet at a basketball game. . . . Judging from bits of gossip picked up here and there, the "M.C." boys and gals are going to be busy pulling arrows out of their hearts come this June. Maybe this will serve a two fold cause and stop some of the cut throat work on the line. But—oh, oh—I never thought about jealously entering into this. For the love of hat checks, let's not say anything more about it. That would be terrible—might start the business of throwing coke bottles around the trainroom again. . . . Wonder if the fact that the transferring of several coach operators into the Mechanical Department will cause more respect for equipment. Wheeler says the reason he is working part time at Virgil Shops is to find out what he has been driving around all these years. If a few more operators could see how motors and transmissions are built, well—maybe they would not have their coaches rebuilt so often. . . . Allison, also at Virgil Shops, says that he would be willing to bet a good plow job that operators don't know it takes a week to rebuild a motor. . . . L. A. M. C.'s total subscription to the last War Bond drive amounted to the sum of \$15,000. . . . You have read about post war coaches having all sorts of gadgets such as rest rooms, radios, forced ventilation and automatic contraptions that pick passengers up and place them inside the coach. Some of these things will probably be so, but "M.C." is already making one move toward these improvements and that is preparation for radio communication between supervisors and mechanics. There goes the coffee spot on breakdowns. . . . George Ernest Keith, Jr., who left L. A. M. C. to serve our country with the Third Army in France, was killed in action last

October 31. We of Motor Coach extend our sympathy to his wife and family. Keith is the third one of our men who will not return. . . . Ken Wyse, the man of magic, is becomingly extremely popular as a promoter of bigger and better "trickery" programs. Ken is a show all by himself—or perhaps you know what his featured shows are like. . . . Seldom has anyone seen a surprised look on G. P. Dickerman. He was hardened to surprises while he was supervising at L. A. M. C. "Anything can and does happen," he often said, "and I am past being surprised." But when he was unsuspectingly led into the banquet hall at Delaney's Restaurant last month, there were twenty-five guests there to greet him. So surprised was he that he was speechless—which is just as well because each man present had a few words to say to him before presenting him with a package. When all had honored him, the gifts were all untied and revealed a complete fishing outfit.

CLOCK WATCHERS

With their eyes on the clock the young McAmis' wait patiently for mamma and daddy to come home from their runs. Neal Lewis, four; Marion June, ten; and Fido, probably about one year. Mr. and Mrs. Carney McAmis are both doing platform work out of Division 5. They are to be congratulated for doing a splendid job in the furtherance of the war effort.



ROCHE REPORTS FROM FIVE



NEW SCRIBE

As is our custom when a new scribe is appointed, we try to give you an idea of what he looks like. The above is a pen sketch of Ed Roche done while he was preparing a speech for the Legion installation. Ed, as you know, is Commander of the American Legion Post 541 and the new scribe for Division 5.

Welcome to "newly numbered" Motormen C. M. Chase, R. G. Joselyn, H. L. Uselton and Conductorettes Jean L. Burnstrum, Dorothy W. Sweet, Carrie L. Chivas, Erna L. Scheller and Beatrice R. Holmes.

Betty Archbold liked her work when she was a student, and now that she has her numbers she is very happy.

Orchids to Eddie Finestine who is giving us valuable part time service as a conductor—a public spirited young American.

Corporal William R. Stein of the Army Air Force, stationed at the Santa Monica Redistribution Center, is working for us part time also. Bill wears ribbons for Good Conduct, American and European battles with four stars for engagements in Africa, Sicily, Italy and France.

Lucky lads! These fellows took their annual vacations during Christmas week: W. E. Garris, L. S. Lawler, J. C. Lloyd, D. A. McCollum, W. R. Gibson and F. W. Taylor.

The flu germ invaded the Division, taking as prisoners pilots

Ruth S. Carter, A. J. Sybert, W. R. Gibson, Jerry Gray and H. E. Holman.

Other unfortunate victims of illness were Dave Cuthbert, tiny Shirley Keenan, Fred Buehles, Luke Yarrow, S. B. Smith, and Jean Wilkerson, who had an emergency appendectomy.

Geneva Emlet's brother, Royce Howard, recently visited her, pleasing Geneva very much.

E. P. Potter is smiling more these days since his mother recovered from a severe illness.

J. A. Bonty, versatile veteran of the "9" line, wanted an afternoon off, so gladly worked an early finish run on the "V" (for victory) line. He was chagrined but somewhat amused by the way he "burnt out" two fare boxes before noon, and was well on the way to do the same to a third when he was relieved. He has good eyesight and is not color-blind, but boy, oh boy, how those red and blue transfers did try to emulate Wrong Way Corrigan!

Martha Wolf's husband, First Lieutenant Melvin A. Wolf of the Eighth Army Air Force, came home recently. Melvin was in thirty-one combat missions in Africa and Europe, and was decorated with the Distinguished Flying Cross, the Air Medal with four Oak Leaf Clusters and the Presidential Citation with one cluster. Who wouldn't be proud of such a hero husband! Their two sons, ages five and three and a half, were certainly tickled to see "Daddy".

Mr. and Mrs. M. Casey have four sons in the armed forces. The parents recently said "au revoir" to William who returned to duty at Corpus Christi, Texas, and more recently said, "Welcome home" to Anthony of the Navy, who is home on a twenty day leave.

Mr. and Mrs. Glenn L. Musselwhite's young son, Glenn Junior, is giving excellent service in the

European theatre of operations. He is a first lieutenant piloting one of the Thunderbolts.

R. M. Walton's brother, W. J. Walton of the Navy, who formerly worked at this Division, is now in a hospital in England.

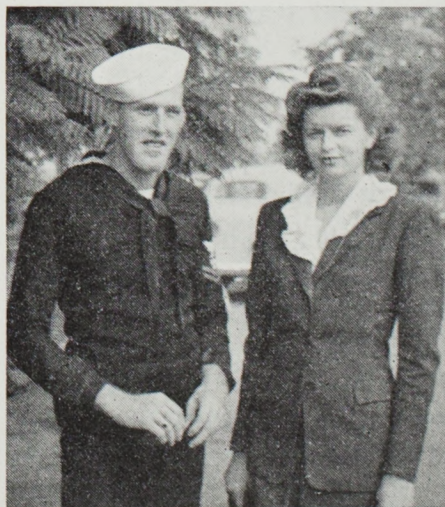
Some of our boys have visited us lately, and some have taken out runs on their furloughs. J. J. La Fond, with the Army Paratroopers, has been helping out, while his charming wife, Ann, is doing platform work for us. W. L. Gray of the Army helped us, too, while on a ten day furlough. R. H. Dirkes, Chief Petty Officer in the Coast Guard, and stationed in San Pedro, takes out a run now and then. We surely appreciate the loyalty of these men.

Technical Sergeant George Trammell, with his wife and baby, called on Mr. Snyder recently. Chief Petty Officer D'Arcy W. Daniels, who got his training on the "V" line, is home with his lovely wife, Aetna, enjoying a well earned thirty-day leave.

Another Division 5 boy, Sergeant James L. Pearall of the Marines, stopped by to see us while on leave.

SOMETHING TO SHOUT ABOUT

N. L. Johnson, oldtimer at Division 5, carries this picture around in his wallet. Every now and then he takes a squint at it, and out goes his chest. They are the Johnson children. Lee, now with the U. S. Coast Guard, and daughter, Dorothy. Dorothy's husband, W. Magee, is an Army Air Force instructor.



J. K. Stein, now a captain in the Military Police, has been selected to attend Stanford University and specialize in the Japanese language. First Class Petty Officer W. C. Nicholls is stationed at Bremerton Navy Yard waiting to ship out on a baby flat-top. Good luck, lad. Ensign C. A. Schulz is on the Pacific, and through Freddie Mason sends his best wishes to all at the Division. Ensign Schulz will be glad to hear from all his friends. His address is c/o Commander 7th Fleet (Staff), Box 6, F.P.O. San Francisco, California. Staff Sergeant G. Paulette, Jr., of the Fifth Marines, reports that he saw Leon a'Beckett. Both boys are helping Admiral Nimitz in his missionary work. What do we mean "missionary work?" Well, making a bad Jap into a good Jap is missionary work, isn't it? Of course, you know what we mean by "good"!

LOOSE SCREWS

By A. L. Davis

CAR HOUSE 1

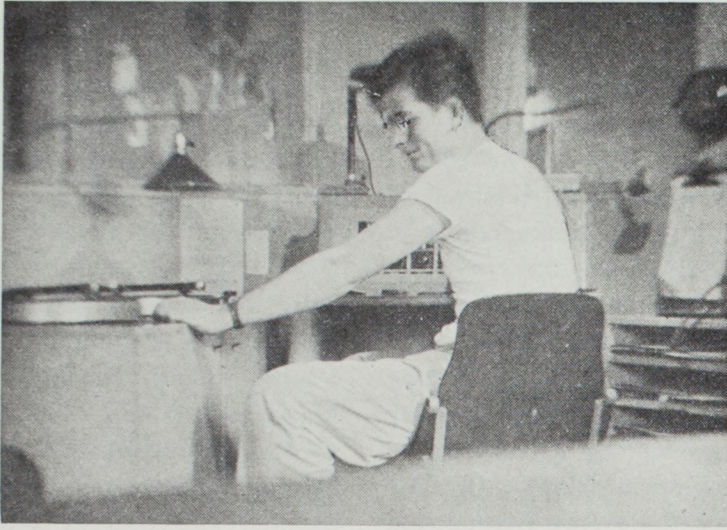
Al Wutherich spent his vacation working around his home.

Fred Thompson is back again after spending a few weeks working with the Electrical Construction Department.

E. L. Bolen has returned to work feeling a lot better after being away sick for several weeks.

CAR HOUSE 3

This Division was on the accident chart for two serious accidents last month. Assistant Foreman J. Bradley received second-degree burns on his hand while inspecting a controller which had developed trouble. George Atkins, while lowering an armature into the motor case, noticed a piece of waste on the shaft. He put his hand in, using his index finger and thumb to remove it. The armature dropped suddenly and cut off the index finger and top of his thumb.



MOSQUITO ANNOUNCER

Those who have radio sets which can tune in on the mosquito network, that famous G.I. radio system of the South Pacific, will be pleased to hear that one of the announcers is the son of one of our popular instructors, I. C. Acuff. Above, Technician Fifth Grade, Jack L. Acuff, is pictured in action at one of the radio stations somewhere in the South Pacific.

CAR HOUSE 4

Mickey Holland is going to have his glasses worked over, so he can recognize certain people when they talk to him.

The rear yard sure looks fine now after a resurfacing job of asphalt.

Several of the boys are getting to be all-round mechanics. They rebuild those complicated money machines, repair our emergency and pick-up trucks, besides managing to do their regular work on P.C.C., H-4, standard and center entrance cars.

A number have been off with the flu, including Al Dorazio, J. Johnson, J. B. Campbell and A. Rodriguez.

T. Thorpe and W. T. Ellis are getting their eyes adjusted so that they can see better since transferring from the night shift to days.

S. A. Romo's wife was seriously ill when this column was written.

J. Hall has transferred to the Electrical Department. Good luck, Jess.

Proud papa Frank Long was very pleased with the picture his son sent him for his birthday. The boy is a midshipman at Columbia University.

Due to the lack of cigarettes, Copenhagen is surely enjoying a run of new clients.

CAR HOUSE 5

Louie Boyer is remodeling his house.

Jimmie Inman is still building and is looking for more boards.

Raymond Fulton is also building. He is putting up a house on the lot next door to his home.

Ralph "Jimmie" James was back in the California Hospital for several weeks, this time with a cracked cranium and a broken shoulder, a result of having fallen in the pit.

Harry Hunt is waiting patiently for his new "store" teeth. He always did leave off the "H's". Now he has dropped the "S's". We wonder if George Macqualter is thinking of getting store teeth. With a Scotch brogue and no teeth, it ought to be good.

Bob Mills grabbed a 5 car in a hurry and got all the way to Arbor Vitae only to remember that he had his own automobile sitting in front of the office. He tried his best to sneak in without any of the boys seeing him but he was caught. Was his face red!

OVER THE SYSTEM

with Ed Bliss

How these deadlines do sneak up on a scribe! Three weeks ago the editor gave me the date and here I am at the last minute trying to make sense out of these garbled notes, just to beat the deadline.

For instance, here is one that reads, "Sam Toothache." Now that doesn't refer to a man with that name. Last week my partner, Sam Taylor, was suffering with a toothache and at the same time complaining because he was unable to secure an appointment with a dentist. Having a dentist friend and unbeknown to Sam, I made the appointment. It wasn't until he entered the doctor's office that he knew the molar was coming out.

Here is one that reads "Duchess owl now day." That isn't a type of owl. It merely signifies that Grace Wetzel, who has worked the "5" owl for such a long time, is now working days, and is she having a job seeing in the daytime without dark glasses! Did you know she is the envy of all the women that ride her car? Time and again she is asked if those silken locks are her own. Several have even been so bold as to pull her hair just to see if it was fastened on.

Practice makes perfect as is attested by the next scrap of paper which reads, "Dan—40, Trained eye." This could mean none other than Dan Healy, whose forty years with the Company has rewarded him with an eye trained to instantly analyze any situation. Today he happened upon the scene of an accident. Thanks to his unfailing judgment and quick decision, the line was cleared and service moving in nothing flat.

"Pop Ellis-good" reads the next tidbit and it means what it says in more ways than one. I met Mr. Ellis on 54th Street the other day and he is looking fine again.

Never have I met a man more beloved by the men, not only those under his supervision, but anywhere throughout the company. We're all pulling with you "Pop," for a speedy recovery.

That mass of Irish located at Slauson and Central in the person of Jack Carlin isn't anything to kid about. When it comes to filling the headways or sticking up for his men, Jack's right in there pitching. Many is the crew that approached Jack with the intention of telling him they were pulling in, only to end up by working several extra trips, not to count a relay or two.

Just as the trainmen fight for Jack Carlin, so do the Supervisors fight for Joe Whitelock, their Night Chief. Just recently Joe attempted to eliminate some termites from his home. Piece by piece he removed the affected parts. It wasn't long before the only thing left was the chimney and even that needed a coat of paint.

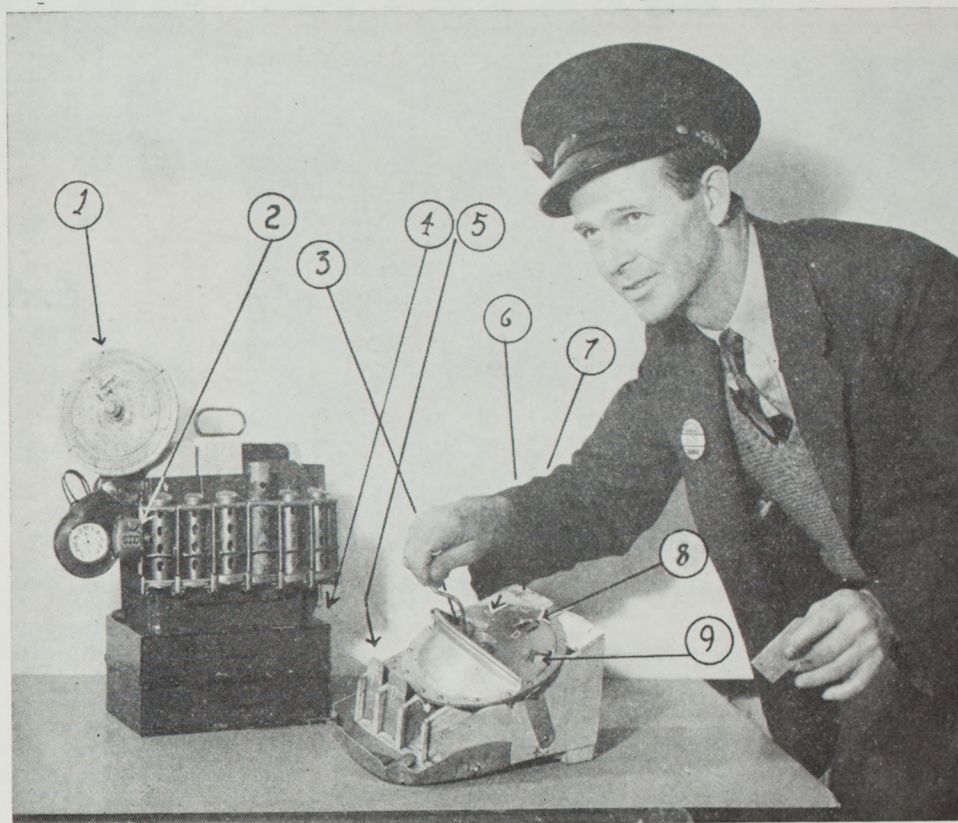
Dispatcher Harry Ramar answered the phone from the Buena Vista Terrace terminal recently, only to be informed by the party on the other end that his (Harry's) auto was ablaze. What a spot to be in, so near and yet so far.

LAMP THE LAMPS

This big eyed beauty is Helen Frances Voraderscher, one of the reasons why H. Hinsley of Division 1, who is her granddaddy, looks ten years younger as he struts about with his chest out.



GENIUS JOHNSON



Two Bells Unearths An Inventor

Give some men a job to do, and if it is hard they will worry and worry as they work it out. But give R. A. Johnson, better known as the "Edison of Division 4", a tough assignment and he will invent an easy way to do it. Johnson stands beside a few of his own inventions which make a job much simpler. He has worked as a mechanic in the past and knows how to handle metal and metal tools. He used this knowledge in building the following items which he places before him on a P.C.C. car each day:

No. 1 is a running time indicator. This indicator works on a slide rule principle with many numerals and whatnots. It is correct to the nth degree. When R. A. goes to work he sets his indicator at the proper classification, and when he comes to a time point, he gives it a flip, and, having been endowed with an ingenious insight into such things, he is able to see at a glance just exactly what time he is due at that time point. Once a classification is set on the indicator for his run, it need never be changed.

No. 2 is a speedometer for counting passes and passengers, attached to his changer box which, incidentally, has a double drawer (**No. 4**) so that when

going gets heavy on the "P" line, it is unnecessary for Johnson to overload his pockets with pennies.

No. 3 is his money separator. He is turning the handle which activates the plate after he has thrown a handful of change into the receptacle. The action of the crank sends the quarters into one slot, nickels into another, dimes, pennies and tokens into another. **No. 5** shows the slot which lifts the change right out into the pick-up compartment. Simplicity of the construction is shown in **Nos. 6, 7, 8 and 9**. The money falls into the hole on the upper brass plate. The wheel going around drops the tokens first into a slot which just fits—**No. 7**. The nickels fall into **No. 8** and the quarters fall into **No. 9**.

Mr. Johnson says he will not be satisfied until he can build an electric motor to turn the crank. He tells us that the future possibilities in his idea can be developed so that his gadget can be fitted to the bottom of a regulation fare box and the action of the motor would distribute the fares into proper changer tubes which, with a little twist, could be attached to a man's changer. Mr. Johnson is certainly preparing for post-war transportation.

THE EDITORS OBSERVE



E. ROY FITZGERALD

CATCHING UP

AS a rule the cover pictures for the month of February are those of Abraham Lincoln or George Washington. (It has been jokingly remarked that those aforesaid gentlemen were born just to give school kids a day off and magazine editors something for their covers.) This time, however, we publish the picture of another gentleman, E. Roy Fitzgerald, who, like Lincoln, started on the farm and climbed to the top of his profession. Mr. Fitzgerald is the President of the American City Lines, of which we are now a part. You'll find a word from him on page 2, and on pages 3 and 4, the Fitzgerald story—a tale with a plot which Horatio Alger, Jr, might have dreamed up.

On the back cover we catch up with our cameramen who have been flashing bulbs about the property like war photographers on B-29's over Tokio.

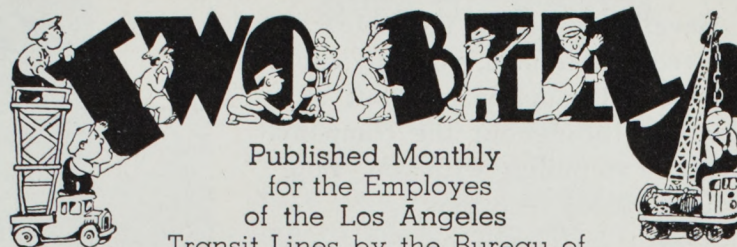
Picture 1: During the depression when jobs were scarce, the 17th District American Legion Auxiliary formed a Veterans Employment Committee. Its Chairman in 1939, Peggy Weitz, donated a perpetual cup to be awarded each year to the unit making the most successful effort in finding employment for veterans and others. The Los Angeles Railway, Unit 541, has won the cup for five consecutive years. President Betty Roche (center) presents the cup to Ann Charlesworth (left) and Bettie Leasman, active Unit Employment Chairmen.

Picture 2: School awards presented by the American Legion at the Berendo Junior High School, which is an annual occasion to honor the best students with certificates of awards. Notables from the Legion, with the school principal, stand behind the children.

Picture 3: Birthdays at Christmas time, when friends celebrate the two holidays at one time, to our minds has always been a tragedy. However, J. B. Hayner seems to have fared all right as proved by this snapshot which shows him cutting the birthday cake at the Christmas party, given in his honor, by the Department. Jim has been with the Company forty-one years.

Pictures 4, 7 and 8: Some candid shots made by Howard Jones at the Annual South Park Shops Christmas party.

Picture 5: The clever camera study by Arthur Pedersen, who, incidentally, took the picture on the front cover, shows activities in the Hickey home when 175 Christmas stockings were stuffed. These stockings were filled with cigarettes,



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

Vol. 26

JANUARY-FEBRUARY, 1945

No. 1

EDITORIAL STAFF SUPERVISION

L. A. Reeves Director, Bureau of Public Service

EDITOR

Guy Gifford

WOMEN'S EDITOR

Helen Fraser

ASSOCIATE EDITORS

- Mrs. C. F. Thun Women's Club
- E. J. Roche Legion
- Marie Manning Legion Auxiliary
- P. C. McNaughton Employees Emeritus
- D. B. Kohl Once Overs From One
- L. B. Meeks The Hillbilly Boys
- A. C. Zakor Streamliners
- E. J. Roche Reports from Division 5
- Mrs. Emogene Rippert 16th Street Exhaust
- Billy Pinder 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
- Janet Preston New Additions

matches, candies, fruit and books donated by the drivers at the Sixteenth Street Coach Division. The gifts were taken to Birmingham Hospital where they were well received. The boys were truly surprised. Many of them in the hospital had just arrived from Leyte, and the only Christmas they had was through donations such as these. In this picture Mr. F. G. Ballenger tests his railroad knowledge while little Jimmy Hickey looks on disgustedly. The ladies working on the packages are Mrs. A. G. Hickey and Mrs. R. O. Bennett. Leaning over the table is H. L. Rustali, and holding little Jimmy is Scribe R. O. Bennett. Mr. Jack Dittman aids Mr. Ballenger and Papa Hickey in keeping little Jimmy's equipment rolling. A lot of effort went into preparing these stockings, and also a lot of fun. We understand that Jimmy's train will be repaired in time for next Christmas.

Picture 6: The Red Cross Auxiliary go over their recent clothing exhibit. From left to right they are Mesdames E. W. Kapp, M. S. Thomas, A. J. Kiefer, E. V. Athenous, Chairman; A. H. Setterberg, W. G. Clardy, C. S. Wise. The Red Cross Auxiliary of the Women's Club informs us that any lady interested is welcome to join in these activities.

Your editors got a big thrill in building the "Thank You, Mr. Harris" feature for this issue which you will find on pages 6 and 7, and we couldn't help but notice, as we read the letters over, that nearly all of our employees in the armed services expressed the desire to be back on the job. Maybe our job isn't so tough after all. That's all this month.



Stars in L. A. Transit Lines Flag 517 — Stars in L. A. M. C. Lines Flag 121

DECEMBER AND JANUARY G.I.'S

Gus L. Calabrese Opr., 16th Street
 Gale F. Edmonds Mot., Div. 5
 Ayers M. Botts Opr., L.A.M.C. Lines

PRISONERS-OF-WAR

Paul Lewis Jack M. Dark

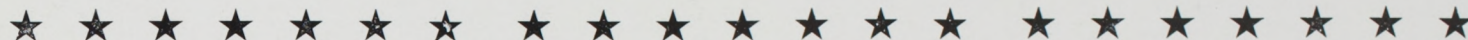
MISSING IN ACTION

Marcus J. Lemley T. E. Nolan

BACK FROM MILITARY SERVICE

*Method T. Hudak Opr., 16th Street
 *Edgar C. Fedderson Opr., 16th Street
 *Gerald J. Van Buskirk Mot., Div. 1
 August L. Morton Con., Div. 3
 Bennett H. Campbell Mot., Div. 5
 David S. Gilmore Sec., L.A.M.C. Lines

*Story on Page 15



In Memoriam

- | | | |
|---------------------|------------------------|---------------------------|
| ★ 1. H. F. Osborne | ★ 6. W. P. Cody | ★ 11. R. F. Chesnut |
| ★ 2. J. H. Baldrige | ★ 7. Antonio Hernandez | ★ 12. George L. Barron |
| ★ 3. L. M. Kelsey | ★ 8. W. C. Thorman | ★ 13. Charles L. Brogan |
| ★ 4. L. G. Hume | ★ 9. L. D. Canatsey | ★ 14. Guy Barnett |
| ★ 5. Z. A. Barrows | ★ 10. L. M. Lininger | ★ 15. George Ernest Keith |



GOLD STAR FIFTEEN

Another one of our boys has been killed in action. Private First-Class George Ernest Keith, former Operator from the Los Angeles Motor Coach Lines, gave his life for his country on October 31, in France, while fighting with General Patton's Third Army.

George came to the Company February 24, 1943, resigned April 13, and came back on May 6 of the same year. He left to join the Army December 10, 1943.



Although George was killed on October 31, his wife did not receive notification until December 5. He was well liked at the Division, and was very popular, although a quiet sort of chap. He did a fine job of making friends. George leaves a son, George Ernest Junior, who was born December 12, seven days after Mrs. Keith had received the dreaded telegram. Our sincere condolences are extended to these two, Mrs. George Keith and George Ernest Junior.

EVAN MOSES SMITH

Private first class Evan Moses Smith, son of Dr. Gerald F. Smith, Medical Director of the Los Angeles Transit Lines, was killed in action somewhere in France on December 14, 1944.

Evan was 24 years old and had previously served in the Air Corps. He attended South Pasadena-San Marino High School, Pasadena Junior College, and the University of Southern California.

Surviving him in addition to his father and his mother are his widow, Mary Jane; their two-year-old daughter, Stephanie; two brothers, Gunner's Mate John L. Smith, U.S.N., now in the South Pacific, and Gerald F. Smith, Jr., who was medically discharged from the Air Corps a year ago.

Our sincere condolences are offered to these bereaved ones.



Catching up With Our Cameramen

