

TWO BELLS



"It's three o'clock in the morning"—but it's the middle of the day for these LARY welders—part of our force who are on the job every night to keep nearly 400 miles of track in shape for 900,000 daily riders.

VOL. 18 MAY, 1937 NO. 5



TWO BELLS

Published on the First of Every Month for
the Employes by the Los Angeles Railway

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Address all communications to Room 1023, 1060 South Broadway
PRespect 7211, Station 291-292

Volume 18

MAY, 1937

Number 5

WHEN, in the near future, we present to the public our new fleet of P.C.C. cars, we are offering for its use the most advanced type of streetcar ever made. In the interests of our patrons it is highly desirable that the remarkable performance of which the new car is capable be utilized to the fullest extent possible. In this connection we are reprinting a portion of an article which appeared in the Chicago Tribune relative to the operation of P.C.C. cars in that city by the Chicago Surface Lines:

"Now that the Company has taken this important step toward improving its service, City Officials might well consider whether or not they can cooperate by assuring a reasonably clear right of way for the cars.

"A streetcar carries as many people as are likely to be found in fifty automobiles on the same street at the same time and the streetcar should, therefore, have preferred treatment in traffic.

"One of the most annoying delays now imposed on car riders comes when traffic is halted by a signal light. Then, not infrequently, half a dozen automobiles will be found on the tracks between the streetcar and the corner. With the change in signal, the automobiles get out of the way but the streetcar must

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stop again at the corner to discharge and take on passengers. Before it can start again the light frequently changes. At worst a needless delay of a minute or more, to be repeated, perhaps, at the next corner.

"We do not venture to suggest the precise remedy, but in general it will consist in discouraging motorists from using streetcar streets and especially in inducing them, when they must follow the car lines, to stay off the tracks, particularly as they approach crossings."

WE'RE glad to report that, according to advice just received, production is to be resumed at the St. Louis Car Company on the first of June, with our order of 160 P.C.C. cars at the top of the list.

Although the car company's labor problems will be settled at that time, we understand that difficulties are being experienced in getting together a sufficient working force, as during the strike many of the men took employment elsewhere.

However, we have been assured that the regular schedule of car shipments which provides for two every working day, will commence on June seventh, bringing our first consignment here before the twentieth.

Employes, Management Confer on Contract

Written Agreement to Cover Wages, Hours and Working Conditions

FOR the first time in the history of the Los Angeles Railway and the Los Angeles Motor Coach Company the Employes and the Management have a written agreement governing wages, hours and working conditions.

At the time of writing, practically all Employe Contract Committees have signed the agreement. Checks covering the increase in the basic rate of pay from March 16 to May 15, were distributed to all groups of employes, whose committees had signed on May 22. These checks averaged between twenty and twenty-five dollars for most employes, and represented an increase of five cents per hour.

Larger Pay Checks

The original plan was to set forth in contract form all conditions of employment with respect to wages, hours and working conditions, but it was felt by the Employes' Committees and the Management that it was more important to place a greater amount of money into payroll checks as soon as possible.

The present contract sets forth certain general provisions regarding wages, seniority, discipline and methods of procedure in the handling of grievances. All questions regarding hours and working conditions are subject to further negotiation, the re-

sults of which will be incorporated into the contract at a later date.

Article I of the contract provides that the contract shall remain in force for a period of one year and thereafter unless either party gives written notice to the other party requesting a change, thirty days prior to the end of each year. After such notice the contract shall be considered open, and any change or changes desired shall be negotiated.

Article II provides for the negotiation, on ten days' notice of all questions regarding hours or working conditions not specifically mentioned in the agreement.

Article III sets forth the procedure to be followed in regard to the adjustment of grievances and appeals from disciplinary action, and sets time limits on the assessment of discipline and the right of appeal on grievances and disciplinary action. In this article the Company also agrees to recognize grievance committees as representatives of the men in negotiating matters pertaining to working conditions or individual grievances.

Article V provides that seniority will date from the date of employment, and states the policy of the Management in regard to promotion of employes to fill vacant positions.

Article VI establishes the rates of pay for all employes, except supervisory and clerical staffs, from and including March 16, 1937, to and including May 15, 1938, with a provision that if the gross revenues for 1938 exceed the gross revenues of the corresponding period of 1937 by \$500,000.00, employes are to receive an additional increase of one cent per hour for hourly employes, or its equivalent for monthly men. Rates as established by this article increase the old rates by five cents per hour. This increase in rates brings the wages paid to trainmen three cents above the average wage paid for this type of work throughout the country, according to figures released January 31, 1937.

Booklet to be Available

The remaining articles of the contract cover general provisions in regard to committee compensation, hours of labor and working conditions.

Starting May 27, Contract Committees and representatives of the Management are negotiating other articles to be incorporated into the contract. On completion of these negotiations it is planned to publish the contract in booklet form, so that all employes may have a copy.

Operating Features of P C C Car Described

New Simplicity, Safety Achieved

By H. E. JORDAN, Superintendent of Equipment

ONE of the chief objectives of the designers of the new Presidents' Conference Committee Cars was to simplify the operation of the cars so that they might be not only safe, but convenient and easy to manipulate.

This has been accomplished through the provision of a comfortable, upholstered, and adjustable operator's seat, simple foot levers for the brake and accelerating control, and easily operated toggle switches mounted on the dash directly in front of the operator's position for controlling the gong, doors, and other accessories of the car and equipment.

Probably the easiest way to describe these new facilities and arrangements is by repeated references to the two illustrations contained in this article, using the reference numbers contained in the figures with a brief description of each device.

A complete description of the function of each device will not be attempted in this article, as it would necessarily make it too lengthy. Such a description has been already issued for the benefit of the operators. The devices will be named to show their location, and the function of each will be briefly stated, assuming that both the trolley and battery circuits are "on."

Photos Illustrate Operation

Referring to Figure No. 1, which shows the interior of the car near the operator's position:

1. Shows the brake pedal in the "parking" position, which is partially depressed. In this position, the tread type of brake shoes are held to the wheels by the air-brake cylin-

ders, and thus the car is held from drifting. This is the position that the pedal should remain in whenever the operator leaves his seat.

When the car is running and the operator desires to stop, he merely depresses this pedal with his right foot until the desired rate of deceleration has been obtained. A full depression of the pedal will give the emergency position and the maximum obtainable rate of retardation.

Safety Feature

2. Shows a portion of the dead-man pedal; this pedal must be held down by the operator's left foot whenever the brake pedal is released. If the pedal is released for any reason, and the brakes are not applied, the power will be automatically shut off and the brakes applied, and the door engines balanced so that the doors may be easily opened by passengers.

3. Shows the panel of operator's switches. Each of the switches has been lettered in order, reading from left to right, and are named in the following:

(A)—GONG—When the switch is moved forward the gong is sounded a single stroke.

(B)—FORWARD FRONT DOOR—When the switch is moved forward the forward front door opens, and when it is moved backward, the door closes.

(C)—REAR FRONT DOOR—When the switch is moved forward, the rear front door opens, and when it is moved backward, the door closes.

(D)—TREADLES—When the switch

is thrown forward the treadle doors are made operative. Either or both of the treadle doors will open respectively when the treadle mat of the center step is depressed. When the switch is released the treadle doors will not operate.

(E)—EMERGENCY SWITCH—This switch is only used when the center doors are defective so that the treadle switches may be "by-passed." When the switch is in the "ON" position, the center door master switch may be used to operate the center doors. (On future cars the emergency switch will be located inside the fuse cabinet).

(F)—CENTER DOOR MASTER—This switch must be in the forward position to run the car in normal operation, and is left in that position.

(G)—At present, this switch is blank. On future cars, it will be used to open the treadle doors in emergencies if passengers or obstacles become caught in the doors.

(H)—MOTOR GENERATOR SET SWITCH—When this switch is in the forward position the motor generator operates continuously.

Control Operates Switch

(I)—TRACK SWITCH—When this switch is in the forward position it will operate an electric track switch.

(J)—DIMMER—When this switch is in the forward position, it will dim the headlights.

(K)—HEADLIGHT — When this switch is in the forward position, it will turn on the headlight.

(L)—SANDER—When this switch is

in the forward position, sand is applied to the rail.

(M) and (N)—These are blank switches that are not now being used.

(O)—CAR LIGHTS — When this switch is in the forward position, the left row of interior car lights will be turned on.

(P)—CAR LIGHTS — When this Switch is in the forward position, the right row of interior car lights will be turned on.

4. Shows the volt meter which registers the battery voltage when the motor generator is not running, and registers the generator voltage when the motor generator is running.

5. Shows the air gauge which registers the air reservoir pressure, and should not read less than 65° when the car is running.

6. Shows the plug type of connection of the fare box. This plug should be pulled out when it is necessary to remove the fare box, and must be plugged in to make the fare box power operative.

7. Shows the hand-brake release pedal and must be pressed down to release the hand-brakes after they have been tightened.

Reverse Handle Explained

8. Shows the hand-brake lever, which is similar in appearance to the hand-brake lever of an automobile. To tighten the hand-brakes, the lever is worked backward and forward between two and three full strokes. The ratchet grip is held to the lever in the backward stroke and released in the forward stroke.

9. Shows the reverse handle which is similar in appearance to a short gear-shift lever. When this lever is moved to the extreme backward position, the reverser of the car is set for backward operation, which may be obtained by depressing the accelerator pedal at the front end, or by

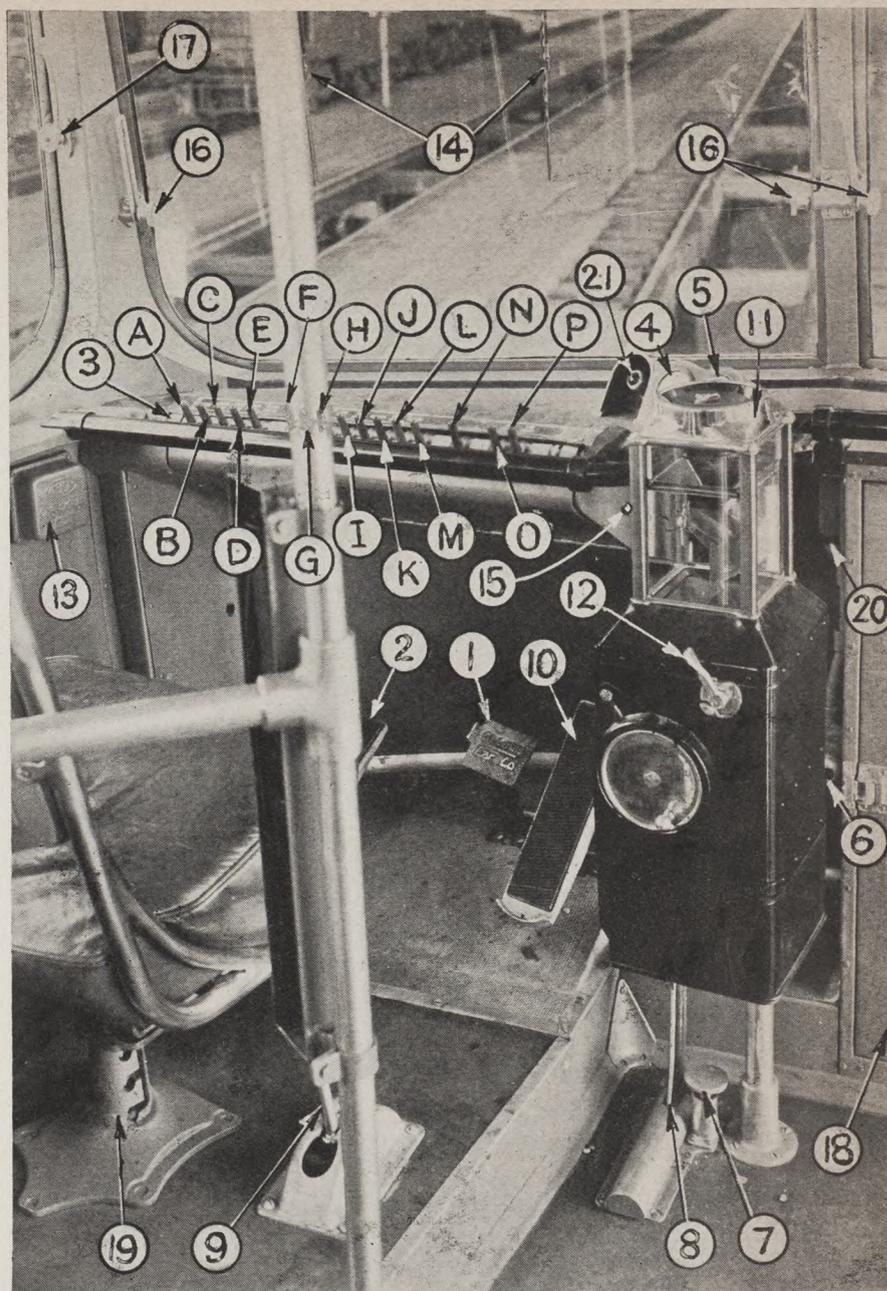


FIGURE I

using the backup controller at the rear of the car. After the reverse handle has been moved to this position, it may be removed from its socket and used to operate the backup controller, the covers of the motor generator compartment, battery compartment, and draw bar brackets at the front or rear of the car. It may also be used for opening the rear window fasteners that will have the socket type of design on future cars of this type.

10. Shows the accelerator pedal, and when the brakes are in the re-

lease position and the car is ready to run it will accelerate automatically after this pedal has been depressed. The control is arranged to give different rates of acceleration, and the more the pedal is depressed the faster the car will accelerate.

11. Shows the power-driven fare box, which is very similar in appearance to the standard hand-operated fare box.

12. Shows the inspection plate tripping lever. When this lever is depressed, the fare box motor starts and continues to operate for approxi-

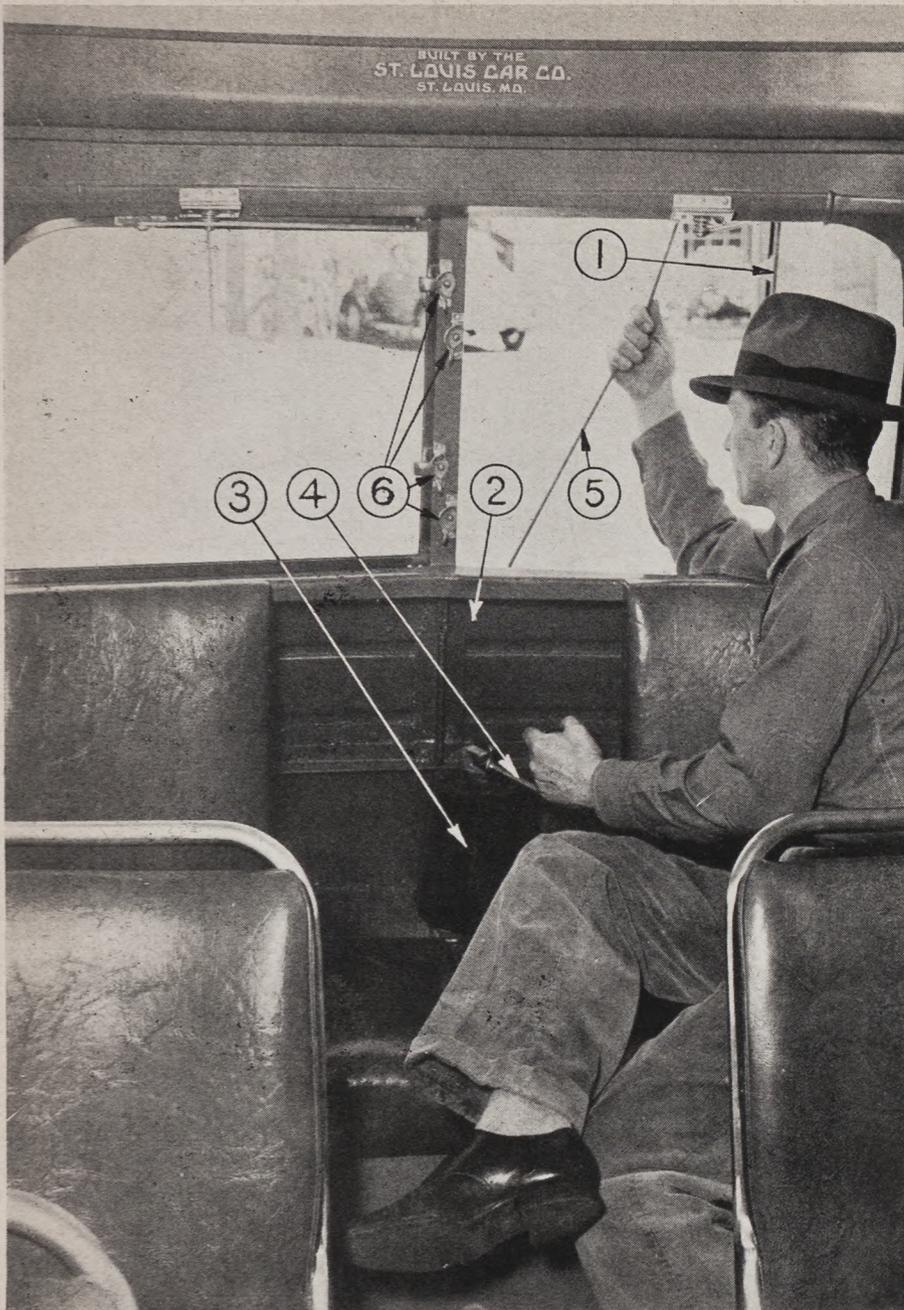


FIGURE 2

mately 16 revolutions, even though the lever may be released immediately.

13. Shows the signal buzzer which sounds when the stop signal cord is pulled.

14. Shows the windshield wiper blades on the left-hand windshield. There are two similar blades mounted on the right-hand windshield.

15. Shows the approximate position of the windshield wiper valve. This valve may be opened by turning it to the left, thereby starting the wipers.

16. Shows the adjustable type of windshield brackets which may be used to open the front windshield partially, thereby giving increased ventilation in warm weather.

17. Shows the operator's side window bracket which permits partial opening of this window to give increased ventilation during warm weather.

18. Shows the fuse cabinet which contains the various control and light fuses, as well as spare fuses.

19. Shows the adjustable operator's

seat bracket. This seat may be adjusted in an up and down and backward and forward direction.

20. Shows the sensitive door edge signal bell, which sounds when any object is caught in the sensitive edge, and also when the brakes are in the emergency position.

21. Shows the treadle door signal light which burns when the doors are closed and the car is ready to operate.

Backup Control Shown

Referring to Figure No. 2, which shows the interior of the car from the backup control position with Mr. H. K. Conacher, Foreman of the "C" Inspection Section, sitting in the correct operation position:

1. Shows the rear window in an open position which is correct for operating the car with the backup controller.

2. Shows the space normally occupied by the center section of the rear seat back.

3. Shows the backup controller cover.

4. Shows the reverse handle which has been removed from its normal position at the forward part of the car and is now being used as an operating handle for the backup controller, both for applying power and braking, depending upon the position in which it is placed.

5. Shows the trolley rope which should be held by the right hand of the operator to guard against the possibility of overhead entanglements if the trolley leaves the wire.

6. Shows the rear window frame which will be changed to a type suitable for operation with reverser handle on future cars.

Accident Rate Compared on Heavy-Traveled Streets

More Night Illumination, Traffic Signals Recommended

By RALPH T. DORSEY, *City Traffic Engineer*

A SPEEDING car swishing along in semi-darkness; there is a thud, a tinkling sound of headlight glass breaking; there is a mangled body lying in the street. Another item is ready to go down in the automobile accident fatality list.

All the world seeks the answer to the traffic accident problem. Theories and ideas are advanced by the thousands, and learned men have vied with laymen in attempting to develop a plan which will reduce the traffic toll.

Many people are looking for a single magic remedy which will solve the problem, forgetting that countless factors are involved in the total causes of automobile accidents.

In studying the problem it is found that enlightenment sometimes may be obtained by careful comparative surveys. The Traffic Engineering Bureau, fulfilling its duty of investigating the causes of traffic accidents and recommending practical measures of bringing about relief, has made a comparison of fatalities along two of Los Angeles' principal traffic thoroughfares, namely, Wilshire Boulevard and Pico Boulevard.

Two Streets Similar

The essential fact is that during 1936 there were eleven persons killed by Wilshire Boulevard traffic and twenty-four persons killed by Pico Boulevard traffic. In 1935 there were five persons killed on Wilshire Boulevard and eighteen killed on Pico Boulevard. A very striking set of figures, indicating that fatal accidents

are more prone to occur on Pico Boulevard than on Wilshire Boulevard.

The physical characteristics of the two streets are similar. Both lead from Los Angeles downtown district to the ocean, and both pass through residential and business areas of the better type. Pico Boulevard has a length of approximately 11.8 miles while Wilshire's length is 9.8 miles.

Theories Examined

These are the substantial facts. The problem is: Why should the fatality rate on Pico exceed that of Wilshire?

First let us examine some of the theories propounded as the primary cause of traffic accidents. A talented group of experts was recently retained by a San Francisco organization at considerable expense to determine the cause of accidents. These men reported in substance that the prevailing cause was imperfect vision; that some drivers had "tunnel" vision and were unable to see out of the corners of their eyes, while others were color blind or their eyes were out of focus, or the message of the eyes was not carried quickly to the brain. If this were the primary accident cause, it would appear that the fatal death rate should be as great or greater on Wilshire Boulevard than on Pico Boulevard, as the same human beings drive on both streets. But in view of the results shown above this theory must be at least temporarily shelved.

It is another contention that drunk drivers are responsible for our traffic accidents. As cocktail bars and

roadhouses are more frequently spaced on Wilshire Boulevard than on Pico, it would appear that, if anything, there would be more intoxicated drivers on this street—so we have to rule off the drunk driver as the essential accident cause.

Other people contend that foreign-born drivers, some of them ignorant and uneducated, are responsible; while others say that obsolete vehicles bring about the greater hazards. As both Pico Boulevard and Wilshire Boulevard bisect districts where the percentage of ignorant foreign-born is extremely low, and where the percentage of new, well-kept vehicles is exceptionally high, these theories seem to fall by the wayside.

The estimated wheel mileage on Wilshire Boulevard for 1936 is 95,954,297, while that on Pico Boulevard is 87,687,858, showing that traffic congestion is heavier on Wilshire Boulevard. Yet while there was a traffic death for every 3,239,165 wheel miles on Pico Boulevard, there was a death for every 8,723,118 wheel miles on Wilshire Boulevard.

Of the twenty-four fatalities on Pico Boulevard, fourteen involved pedestrians; while of the eleven on Wilshire Boulevard, seven involved pedestrians, thus indicating that the ratio between pedestrian and vehicular accidents was approximately the same. There was about the same percentage of night accidents in both instances, 20 of the 24 accidents on Pico Boulevard occurred after dark and ten of the Wilshire Boulevard accidents occurred after dark.

Road Widths Compared

East of Crenshaw Boulevard the roadway of Pico Boulevard is 56 feet wide, while on the west of Crenshaw Boulevard it is 70 feet wide.

Wilshire Boulevard, on the other hand, has a continuous width of approximately seventy feet. The records, however, fail to show that there are more or less hazards on a comparatively narrow roadway over a wide roadway. Of the 24 Pico fatalities, 10 occurred on the narrow road-

way, while 14 took place on the wider roadway. Exactly the same percentage was noted over the respective portions of Wilshire Boulevard, 4 fatalities taking place east of Crenshaw Boulevard and 7 west of Crenshaw Boulevard.

The car tracks and safety zones on Pico Boulevard east of Rimpau Boulevard have certain hazards, but as 13 of the 24 accidents occurred where there were no car tracks or safety zones, the presence of these devices cannot be held accountable for Pico's heavy accident rate.

Crosswalk installation and pedestrian accidents are approximately the same on Pico Boulevard as on Wilshire Boulevard, the records showing that there were four fatalities to pedestrians on crosswalks on Pico Boulevard to ten outside of crosswalks. On Wilshire Boulevard there were two in crosswalks to five out of crosswalks.

Both Wilshire Boulevard and Pico Boulevard are through streets protected with boulevard stop signs at all intersecting streets so there is no point of comparison between this type of traffic regulatory device.

Wilshire Boulevard has a complete progressive time traffic system for nearly all of its entire distance, there having been 44 separate intersections so signalized in the chain as of July 1, 1936. Although Pico Boulevard is approximately two miles longer, we find that there were but 27 signals in the system, some of these being installed at a comparatively recent date.

The average distance between traffic signal installation on Wilshire Boulevard was 1176 feet, while the average distance between points on Pico Boulevard was 2307 feet. On this basis, therefore, we find that with signals placed at an average of 1176 feet on Wilshire Boulevard there was .25 of a death for each traffic signal,

while on Pico Boulevard with the signal space at approximately 2,000 feet there was .90 of a death per traffic signal.

In addition to the known factors which may produce automotive fatalities there are unquestionably a part of psychological factors which are practically intangible from the standpoint of numerical analysis.

The study of these accidents is not complete. It can never be completed because all the factors can never be known.

There is a sufficient indication, however, that the effect of night illumination and properly spaced traffic signaling devices is definitely related to the number of fatal accidents, that present policies looking forward to better vision during hours of darkness and better pulsated control of mass vehicular movement in urban areas should be productive of beneficial results.

Habitual Action

By J. COLLINS, *Supervisor of Safety*

In observing the operation of some of our men we find they feed and brake properly—observe the traffic signals and their road space—we can tell what they are going to do, and when—because they have, by conscientious effort, acquired the correct habit of operation—a habit which, when once formed, can only be broken by a conscientious effort on their part—they keep their mind on their business.

When riding with other men, we cannot tell what they are going to do, for the reason that they do not know themselves—their mind is not on the job, but divided between their duties in operating their car and some other thing, usually something they fear, because it might, in some way, interfere with their comfort.

It requires very little practice to recognize the hazards of a curve, switch points, cross streets, or other

hazardous places along a line; and, as each place is diversified, the reaction should not be retarded or confused, but fully maintained and applied to the place or condition suggested. A curve is always a curve, and a man's reaction should pertain to a curve—to enter and clear at not more than half speed—turn either to the right or to the left—the right turn is made from center lane of traffic, and means cutting through the lanes to right of car. Left turns are always dangerous, as the front of the car heads into opposing traffic. There is the rear overhang which may strike a person along side the car, but when you recognize the hazards of a curve, you are capable of avoiding all accidents common to such places—therefore, responsible, in some degree, for any accident in which you are involved.

All head-on switch points are dangerous. They are like the left turn. They become safe, however, to those men who approach at a speed so stop can be made at the point, if not properly set.

Cars should not double with one another while crossing crossover at Court and Spring Streets. The crossover rule is very important.

When a man pulls his car half way across the intersection, then slows down, and gives a signal to a man standing at an electric switch to come on, that man is giving you a danger signal, whether he knows it or not, so wait until he gets out of the way.

Men starting from the terminal without pulling down and hooking front trolley are causing considerable damage and delay, all of which is unnecessary. A man should not consider his trip ended until he has changed ends—unless you do this, you will, in time, break a trolley pole. In starting car from terminal always glance at the trolley rope—if rope moves, trolley pole is up.

There is no question in my mind as to a man's ability to acquire this habit of attention, and when once acquired, there will be no doubt in his mind as to the truth of the above statements.

Stress Courtesy In All-City Drive

HOW'S your hospitality? That's the question of the day as all Southern California answers the call of the All-Year Club, for greater courtesy and hospitality to tourists.

For sixteen years the All-Year Club has conducted a campaign to bring tourists to Southern California shores, and as a result of this effort our tourist business has been increased from 20,000 to 1,600,000 visitors annually.

Last year these paying guests brought some \$188,000,000 of their eastern-earned dollars to this community where it circulated through all channels of trade and employment, and increased prosperity in all walks of life.

Los Angeles is joining heartily in the All-Year Club's campaign to earn for this area the reputation of the world's most hospitable community. Big cities, which draw profit from their very bigness, have a reputation for coldness and indifference to the strangers within their gates. But though Los Angeles is now the fifth largest city in the nation, it is determined that it shall also be known as the "friendliest city."

Everyone Cooperating

Everyone from the mayor to the corner newsboy is enlisting in this worthy crusade, each citizen nominating himself a committee of one to let the tourist know he's welcome, and do what he can to make the visitor have a better time.

Streetcar employes, chosen for their courtesy, as well as efficiency, will naturally be in the limelight in this campaign, holding a strategic position for its success or failure.

In the first place, the trainman comes in direct contact with hundreds of visitors daily. The stranger knows



Fairchild Aerial Surveys—All-Year Club Photo

*Griffith Observatory—one of the places Mr. Tourist wants to visit.
Do YOU know how to direct him?*

the streetcar man is familiar with the streets of this big city, and constantly turns to him for information. His vacation time is limited, and he wants to see as much as he can while here. He turns to the trainman or bus operator just as he would to a policeman.

Everyone who has ever been in a strange city knows how good it made him feel when directions were given with a smile, and how low his spirits dropped when there was the least hint of condescension in the tone that told him to turn east or west, or whatever. The tourist wants to make a good impression, and if he asks a question which is answered as though it sounded foolish, it doesn't add anything to his pleasure while here.

In addition to the good that employes of this company can do directly by living up to their own responsibilities as hosts, the example they will set other citizens will have an even greater influence.

The streetcar employe is often the first outside contact the business person makes each morning. Courtesy is contagious, and if the passenger noti-

ces some act of courtesy while riding downtown, it is likely to make him more considerate of others during the day.

Courtesy Increases Safety

Store clerks, all through the southland, are being urged to make some remark of welcome to the visitor shopping in their stores. Motorists are being asked to give the out-of-state car the break in traffic, to yield the stranger the right of way at an intersection, to offer to aid him instead of honking their horns if the tourist seems confused and bewildered. Increased courtesy on the part of motorists will result not only in added lustre for Los Angeles as a tourist centre, but in greater safety for everyone in the area, resident and tourist alike.

Women's clubs, civic clubs, school children, police departments, sheriff deputies, hotel and apartment employes, elevator operators, delivery boys—all have promised to do what they can to emphasize the genuine hospitality of Southern California.

Large Scale Operation Seen In Stores Department

Materials Supplied, Demand Anticipated

The Fifth in a Series of Company Tours

HAVING last month visited the first half of the Purchasing and Stores Department, we arrive this issue in the realm of General Storekeeper J. B. Buchanan, where over a million dollars last year was spent for our equipment, material and supplies.

Four stores, carrying on hand over \$600,000 worth of merchandise, serve nearly every department in the company, and boast a personnel of 33 employes with an average length of service of ten years.

Entering the company as a clerk in 1903, and becoming storekeeper of the Ways and Structures Department in 1910, John Bonner Buchanan has overseen the operation of the Stores Department since 1919, at which time he became General Storekeeper. In these years he has established an enviable record of efficiency and ability to gauge our material needs sufficiently in advance to insure the presence on hand of supplies when needed. The development of the Stores Department from relatively small beginnings to the extensive and vital part of the company machinery it has become is due in no small part to the management of John Buchanan.



General Storekeeper J. B. Buchanan

The largest store and the center of the department's activities is located at the South Park Shops where Storekeeper W. T. Reynolds has the pleasure of spending some \$40,000 monthly. Divided into six sections, this store requires an office force conversant with the multitudinous details of store orders for manufacturing or repairing items in our own shops, tracers on vendors, addressograph changes on the 22,000 articles carried in the various stores, sale orders, and other duties incidental to the operation of the Department.

Many Office Requirements

Efficient through long experience, Chief Clerk Howard Beebe, billing machine operator Clara Willhoft, and stenographer Mary Dowrey meet the many requirements of the office. As a change from originating purchase requisitions, checking freight bills and receiving sheets this trio print over 20,000 inventory cards yearly and stock books for the entire system each third year.

In the service of the Railway since



Storekeeper W. J. Reynolds

1923, Storekeeper Reynolds was educated in the elementary and secondary schools of England, later found his way to Canada and thence to Los Angeles. During the World War the British Government found him a handy man to have around, using him in the early part of the war as confidential courier bearing naval charts from London headquarters to ships in Woolwich Dockyards. Later Mr. Reynolds served as a non-commissioned officer in the Royal Fusiliers.

An accomplished performer on the piano, as well as the vibraharp, (an electrically-powered modern version of the xylophone) Mr. Reynolds directs the musical activities of his church. He is married, has one daughter.

The division stores are controlled from South Park Store, and operate with a total inventory of approximately
(Continued on Page 12)

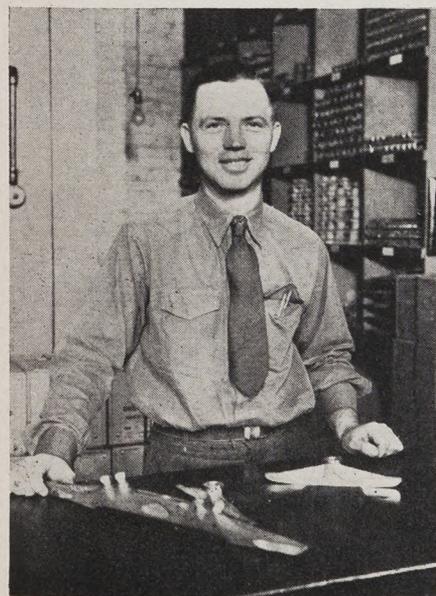
*The Stores
Department
"Holds Still"...*



*16th Street Storekeeper,
George A. Holmes*



*16th Street Stores Force
Left to right—J. S. Smith, Perry Marsh, E. McCurdy, Nicholas Hilger.*



*Wesley Wilson, Storekeeper,
Line Department, prepared to give
away a brand new trolley splicer.*



*Some of the South Park Store force take the air.
On car, left to right—R. J. Walker, J. Brown, L. Hemann.
Foreground, left to right—V. Lee, H. Eimer, D. Manley, R. Robinson,
C. Courington, H. Colby.*



*Howard D. Beebe,
Chief Clerk, South Park Store.*

(Continued from Page 10)

mately \$30,000.00. O. A. Kieffer is in charge of this section, and is assisted by Supply Car Foreman Ralph Walker, and Emergency Deliveryman Ben Bradfield. Mr. Bradfield started his career as an officer at Scotland Yard, and still carries the semi-military posture.

Reconstruction programs cause an influx of materials, with the corollary accounting and warehousing problems. This section is controlled at South Park by C. S. DeBaun. Discovering that several new shop employes were ex-sailors, the Stores Department went out and hired a couple of marines, so we find C. G. Courington, and R. T. Robinson assisting Mr. DeBaun.

The 50 tons of material turned over monthly, is received and distributed by the Distribution Section, headed by E. Scholes. The shop delivery service is included in the duties here, and is performed by V. W. Lee, H. Eimer, H. Colby and D. J. Manley. The several thousand dollars worth of reclaimed items monthly, are stored and delivered to our shops for repairing by J. A. Brown, who has over 15 years service to his credit. Material classifications, tool tags, interdepartmental requisitions, adjustment memos, are all in the vocabulary of "Sheriff" Scholes and his men.

Every item carried in stock is covered by a sheet in its classified stock book, and a physical inventory taken monthly. Mr. Charles Laflin performs this task assisted by L. Hemann.

You are familiar with the appearance of your garage after a little repair work on the car. Imagine what a store with 8,000 items would present, if no provision was made for keeping "a place for everything, and everything in its place." So we find C. Walter in charge of warehousing which includes maintenance of the unit piling system, and stock control figures.

The slogan of the Garage Store, might well be "we never close," as 24 hour service is extended by Storekeeper G. A. Holmes, Miss Edna Emmor who discharges the duties of the office, and a staff consisting of P. Marsh, J. L. Smith, E. McCurdy, H. Hilger, P. S. Pierson, and H. E. Steenrod. With over 6,000 items this force supplies the parts necessary to maintain the automotive fleet. The progress of our coach division has caused this store to outgrow its origi-



*Left to right—O. A. Kieffer,
Clara Wilhoft, Mary Dowrey,
South Park Store.*

nal quarters, and when more space is available, George Holmes will wear the smile of satisfaction.

16th Street Store is under charge of W. I. Wilson, and we managed to dig him out, from several thousand



*Four Station Storekeepers Face the Lens
Left to right—E. L. Scholes, Receiving and Distribution; Charles DeBaun,
Special Material; Charles Walter, Warehousing; Charles Laflin,
Inventory and Ordering.*

dollars worth of new stock for reconstruction programs. Wesley worked at South Park for many years and is out to extend the best service possible to his new customers in the Line Department.

Vernon Yard Store handles track department material with a personnel consisting of Storekeeper H. L. Snow, service starting 1902, J. Teegarden, service starting 1905, and C. K. Hogg, service commencing 1928. We know of course, of Mr. Snow's long association with the Company but were surprised to learn that in the early days he had also invaded the publishing field, being in 1889 the first editor of the Reeseville, (Wis.) Review.

Responsible for having the material when and where needed, in spite of high or low market, labor situations, flood, fire or famine, the Stores Department records the consumption of material, and anticipates the future demand, a difficult task akin to prophesy, especially when its duty is to keep the stock down as well as up.



Storekeeper Harry Snow and Assistant Storekeeper John Teegarden look over the barrel situation at Vernon Yard.

Tri-Company Weekly Pass To Be Issued

Soon to be introduced in Los Angeles is an innovation in local transportation whereby street car riders will be able to take advantage of the facilities of the Los Angeles Railway, Pacific Electric Railway and the Los Angeles Motor Coach Company through the use of a \$1.50 joint weekly pass.

The new pass will provide transportation on all local rail and coach lines of the three companies within the radius from downtown Los An-

geles where the one-way fare is now ten cents or less. In other words, the pass will be honored:

(1) On all Pacific Electric Railway local rail and local motor coach lines within the limits of its Los Angeles Local Zones 1, 2 and 3. (Will not be honored on interurban trains or interurban motor coach lines.)

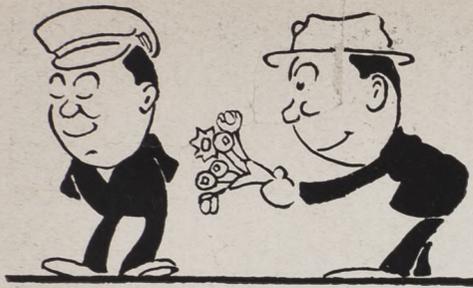
(2) On all Los Angeles Railway Lines, except those operating in that company's Zones 3 and 4, or west of Fairfax Avenue on Beverly Boulevard and Melrose Avenue Motor Coach lines.

(3) On all Los Angeles Motor Coach Company lines, except west of Fairfax Avenue on Olympic Boulevard, Wilshire Boulevard and West Third Street Lines, or west of La Brea Avenue on Sunset Boulevard Line, or in Griffith Park north of Los Feliz

Boulevard and Riverside Drive, or on Limited and Express coaches on Wilshire Boulevard Motor Coach Line.

The passholder will be able to travel between Hollywood, Inglewood, Highland Park, Watts, Sierra Vista and intermediate points on lines of any of the three companies. The pass will be of the unlimited-ride type and may be procured from Conductors and Operators on the lines concerned. Each week's issue will be valid between Sunday and Saturday inclusive.

The Railroad Commission, having granted permission for the establishment of this fare for a trial period of six months, it will be offered to the public as soon as details of the plan can be worked out, which is expected to be within the next few weeks.



Showing Interest . .

"It was my privilege to ride on the 'L' car with Conductor 662 (**I. Gasparro, Div. 3**) on April 14. I just cannot let it pass without paying him a compliment. He was the most courteous conductor that it has been my good fortune to travel with. He never missed once showing his kindness and interest to every passenger on his car. It is truly a pleasure to have a man of this type in your service."

Mrs. M. I. CHUBB and Mrs. L. O. BEAM
1106 W. 49th Street, Los Angeles.

Kindness Noted . .

"April 18, Sunday, we had just left our car to go into Sunday School at the Temple Baptist Church, Philharmonic Auditorium, Fifth and Olive. Just then a car stopped to let off passengers, among them an elderly, terribly crippled lady whom the conductor took under the arms and lifted bodily from the car to the street. One does not often see a service of this nature and I felt I should report the man's kindness. Hope by what information I could get in that few moments will give you a cue to the identity of the man. It was Car No. 496—a '2' car—going west on Olive Street (Fifth) and about 9:20 or 9:40—not sure as I failed to write down the time. Could not see cap number. (Conductor No. 2730, **W. J. Thomson, Div. 4.**)

Mrs. WM. L. HARRISON
1958 Jefferson Drive, Pasadena

Purse Returned . .

"Last week on one of your cars, I lost my purse containing some money and other articles that were valuable to me and it was turned in without one thing missing, by your conductor No. 763 (**E. D. Meldrim, Div. 4.**)

"So if all of your employes are as honest as Conductor E. D. Meldrim, you have employes to be proud of.

"I asked for Mr. Meldrim's name at your Lost and Found Department and he is to be commended for his honesty."

MARY G. WILKERSON,
1404 S. Clela Ave., Los Angeles

..

PATRON'S

Miss Conductor . .

"Every evening since June of last year, I have been a passenger on the No. '9' car, boarding it at 10:00 o'clock to go to work. Up until just recently, have ridden with the same conductor, but he has been transferred now to another run, and I could not help but let you know how I miss his friendly smile and his cheery word of greeting.

"The conductor I have reference to is No. 2336 (**F. R. Earl, Div. 5**) and the courtesy he has always shown and his jovial manner have created a great deal of admiration for his fine personality, and this feeling is not only my own expression, and I found that this same feeling existed with so many of the other passengers on this car.

"I always consider it a pleasure to commend anyone that is always ready to do his best when serving the public, and I hope that these few lines will convey my gratitude for the spirit of friendliness that I always found while a passenger on the No. '9' car.

JOHN RALES
850 West 43rd Place
E. V. SMITH
1443 West 64th Street
A. M. CARROLL
1111 West 48th Street
I. RICHARDSON
641 West 42nd Place
J. P. THOMA:
4924½ S. Van Ness Avenue

Pleasant Personality . .

"On a recent occasion I availed myself of your Melrose bus service, and wish to take this opportunity of especially commending to you the driver wearing cap No. 226 (**L. C. Hewett**) and operating bus No. 1712.

"The gracious courtesy of this man, added to his extremely pleasant personality, makes him a decided asset to your organization. In addition, he is a competent salesman of your service and equipment.

"I truly feel that this man has much to recommend him for special attention toward a better place in your organization, and the writing of this letter is a distinct pleasure."

WILFORD E. DEMING, JR.
751 N. Croft Avenue, Los Angeles

Extra Service . .

"Two matters: First, a week ago last Thursday evening, as I recall it, I boarded a southbound car on Spring Street and noted the extreme courtesy of Motorman-Conductor No. 390 (**M. J. Thomason, Div. 5**) on Car 1237, toward an elderly woman who was having some difficulty in boarding the car.

"Secondly—on April 29, Motorcan-Conductor 2904 (**E. Sullivan, Div. 5**) on Car 1279, was especially courteous to another woman.

"Neither of these acts were absolutely necessary nor required in line of duty, but I feel the men should be especially commended for going out of their way, without interfering with traffic, to show these kindnesses. I had mislaid my memo, hence delay in sending in this note."

MISS LEDA DOUGLASS,
1100 Hall of Records, Los Angeles

Instructions Given . .

"On the 'V' car line this evening a very interesting event transpired.

"After courteously explaining a matter of transferring to a man, the conductor at Vermont Avenue and Exposition Boulevard stopped the car and helped the man across the street and into the safety zone where the man should wait and gave him further instructions.

"The remarkable part of this episode did not lie so much in the patience and cheerfulness with which the questions were answered but rather in the fact that the man helped was a Negro.

"Too frequently members of your staff are criticized for minor offenses and often due to carelessness of the person making the criticism and so this incident is being drawn to your attention.

"As the Third Vice-President of the Epworth League of Los Angeles Region, such exhibitions of freedom from racial prejudices and courtesy are of particular interest and will be publicized as widely as possible.

"The number of the conductor was 2198 (**J. W. Bell, Div. 5**) and the time was about 8:30 p. m., and the date was April 9, 1937."

MORT NEWMAN
Third Vice-President
Los Angeles Region Epworth League
5703½ S. Figueroa Street
Los Angeles, Calif.

PLAUDITS

Express Thanks . .

"We the undersigned wish to take the privilege of expressing our thanks and appreciation for the kind and courteous treatment accorded us by one of your employes, known to us as No. 3 Traffic (**H. J. Burke**).

(Signed) Mrs. Ethel Dew, S. Francisco, C. Luckey, L. Paull, E. Powell, E. Whitehouse, L. Hall, 3544½ Siskyou Street.

Efficient and Polite . .

"May I take this opportunity to compliment Conductor 732 (**H. D. Plank, Div. 4**) on the '3' line for his very courteous treatment of the riders on his car. Using this car as often as I do, his efficient and polite manner have certainly made an impression on fellow-passengers. An act of courtesy toward an elderly woman this morning caused no little comment among the passengers, and I made up my mind to write the company and let them know how much we who have to ride the cars appreciate a gentleman and an efficient employe."

HUGH BRACKENRIDGE
3116 W. 6th Street, Los Angeles

Fine Choice of Conductors . .

"I take this means to express my appreciation for the courtesy shown to my wife and me by Conductor 1538 (**L. B. Varney, Div. 3**). I ride your '5' line three times a week to Hawthorne, and I have ridden with this conductor quite often. His respect for elder people should not be overlooked. I also wish to congratulate your company on your fine choice of young conductors as a whole. It seems to me they have been properly trained in every respect."

VERNON BROWN,
Huntington Hotel, Pasadena, Calif.

Attention Drawn . .

"Subject: Trainman No. 2192 (**N. E. Wankier, Div. 3**).

"I just returned to my office from a ride on one of your 'W' cars, at which time my attention was particularly drawn by the extremely courteous and efficient manner in which this conductor handled several situations, which to me seemed quite trying. I believe this attitude on the part of your employes is very commendable and should be encouraged."

FLOYD GLASS,
111 W. 7th St., Los Angeles.

Clear Voice . .

"It is a pleasure to praise efficient work. I am writing you to say driver No. 773 (**E. P. Martin, Wilshire**) should be an example to many of your drivers who are too indifferent to call out the streets and many even do not bother with the cross-town connections.

"In a town where such a great percentage is composed of tourists, strangers, it is such a help to have the streets called, it is very bewildering, the town covering as it does such a huge area.

"A little courtesy makes an excellent impression, tending to encourage many to use the buses in preference to driving into traffic with their own cars to shop from the urban localities.

"I am sending this note for what it is worth—by comparison this driver called in a clear understanding voice and it impressed me to this extent. I feel sure I am not alone in thinking this to be of great benefit."

EVELYN BENOIST,
233 Montana Ave., Santa Monica.

Appreciates Consideration . .

"I feel as though I owe you this letter of appreciation, also to one of your trusty employes.

"Yesterday I had the misfortune of losing a purse containing \$25.00 on 'J' car No. 644, and I was without any means of getting home, so I boarded one of your 'J' cars and explained my plight to Conductor No. 2540 (**H. C. Hughes, Div. 1**). I carefully noted his number because of his kindness and consideration to me. I hope in some manner this letter will be of some good in regards to his future with your company."

MRS. FRANK W. RHINES,
975 West Jefferson, Los Angeles

Other Trainmen and Bus Operators Receiving Commendation

This Month:

MOTORMEN:

F. P. Danna, Div. 1
J. W. Martin, Div. 4
G. M. Zeldin, Div. 1
R. D. Smith, Div. 4
J. F. McCormick, Div. 1
F. Buckingham, Div. 4
C. P. Rutledge, Div. 4
E. O. McKinney, Div. 1



CONDUCTORS:

P. S. Brezniak, Div. 1
R. L. Churchill, Div. 5
C. J. Rupert, Div. 3
D. MacTaggart, Div. 1
C. C. Cupp, Div. 5
J. M. Gilleese, Div. 4
J. F. Taylor, Div. 4
E. L. Dillard, Div. 4
C. C. Dotts, Div. 4
H. L. Allen, Div. 3
H. L. Deupree, Div. 4
K. W. Lewellyn, Div. 3
C. R. Brown, Div. 1
C. P. Pendergrass, Div. 5
L. B. Varney, Div. 3
I. Gasparro, Div. 3
W. L. McFarlin, Div. 4
H. W. Ebbert, Div. 3
W. W. Lonie, Div. 1
H. S. Grove, Div. 5
A. W. Ehlers, Div. 1
T. E. Shanafeldt, Div. 3
L. J. Cassidy, Div. 4
G. C. Parson, Div. 3
R. O. Enfield, Div. 4
H. D. Plank, Div. 4
E. E. Feb, Div. 1
E. L. Jandro, Div. 3
L. P. Larsen, Div. 5
A. E. Morgan, Div. 3
E. E. Wilke, Div. 4
G. T. Bucher, Div. 4
D. L. Batastini, Div. 4
T. O. Latham, Div. 4
M. B. Buechert, Div. 4
M. A. Gregg, Div. 4

OPERATORS:

S. C. Richmond, Vine
C. S. Murry, Beverly
B. B. Zimmerman, Western
J. H. Mabey, Maywood-Bell
W. R. St. John, Wilshire
J. M. Hunt, Beverly

SAFETY OPERATORS:

J. W. Parker, Div. 1

SUPERVISORS:

H. D. Evans, Div. 3

Yearly Report Shows Many Employes Aided By Benefit Fund Plan

By R. A. PIERSON, *Superintendent of Personnel*

During the fiscal year, March 1, 1936 to March 1, 1937, there were forty-one deaths among the employes, three of which were not covered under our Group Life Insurance Policy as they were employes in the service less than one year. A check of the payment of these claims to the beneficiaries shows that a majority of them were paid within four days after the death. Over a seven year period, since the Employes' Benefit Fund Plans were inaugurated, there have been 236 deaths among the employes, only seven of which were not covered by the Group Life Insurance Policy.

The beneficiaries of the employes who died last year were paid \$76,000.00. The total premium paid to the Insurance Company amounted to \$89,418.61, of which \$43,396.15 was paid by the employes, the balance of \$46,022.46 being paid by the Company. Under the Group Sickness and Accident Insurance during the last fiscal year, there were 1,600 employes who received benefits, and all claims were paid promptly unless delayed through lack of proper medical evidence. A total of \$54,297.31 was paid in claims, the premium paid by the employes amounting to \$48,578.20. This should have meant an increase in rates, but the insurance carriers were willing to renew the contract at the same rate, feeling that we had had an unusual number of claims due to the Influenza epidemic.

Under the Medical Plan, during the last fiscal year, there were 3,679

employes treated for sickness and 480 for non-occupational injury, making a total of 4,160. Of this number, 234 required hospitalization, which represented 1,866 hospital days. The cost of this hospital service was \$7,727.73. There were 523 employes treated for occupational injury, 24 of whom required hospitalization, which represented 190 hospital days. The cost of this hospital service was \$1,017.00. The total cost of service under the Medical Plan was \$74,700.07, to which the employes contributed \$40,354.65, the Company paying the difference, in addition to \$7,174.69 for occupational injuries and \$181.02 for other medical service, making a total cost to the Company of \$41,701.13.

Under the Wives' Death Benefit Fund Plan for the last fiscal year, there were 15 deaths, 11 being the wives of employes who were members of the Wives' Death Benefit Fund Plan. These employes were paid a total of \$6,201.25 or an average of \$563.75 per death, or a cost per member of \$2.75 for the fiscal year. During the last seven years, there have been 105 deaths of wives of employes who were members, with an average cost to the employe of \$3.75 per year.

NEWS OF LARY SICK FOLKS—APRIL, 1937

During the month of April, there were 32 employes confined to the California Hospital, which represents 262 hospital days. The cost of the Hospital service was \$1,883.00.

J. C. Crowley, Motorman, Division One, was operated on recently. He is getting along fine and will be off the usual length of time for such operations.

H. A. Heuer, Electrical Repairer, Mechanical Department, who has been on the sick list for some time, does not improve as rapidly as he would like.

C. A. Kern, Motorman, Division One, who has been sick since February, is beginning to show some improvement.

H. M. Pankey, Motorman, Division Five, who has been on the sick list since April 1, remains about the same. It will probably be some time before he will be able to return to work.

L. M. Thomas, Car Cleaner Foreman, Division Four Mechanical Department, who has been sick since the middle of March, is improving.

R. P. Adams, Carpenter, Mechanical Department, who has been sick since March, remains about the same.

W. G. Clardy, Operator, Sub Station, Power Department, had the misfortune to fracture his heel recently and is now spending some time in the California Hospital.

H. A. Jones, Motorman, Division Five, was operated on recently. He is now at home and getting along nicely.

S. B. Sloan, Flagman, Transportation Department, who has been sick since February 3, remains about the same.

Pablo Alire, Laborer, Ways and Structures Department, is confined to the California Hospital on account of an injury. It is a pleasure to visit him and be greeted with that pleasant smile, after all his suffering the last two months. His condition is improving, according to latest reports.

T. C. Calderwood, Car Repairer, Mechanical Department, who has been on the sick list for a short time, ended up by going to the California Hospital for the removal of his appendix.

Fred Jewett, Conductor, Division Four, is at the Veterans' Hospital in

Sawtelle. He reports that he is improving and hopes to leave there soon.

J. W. MeKeown, Motorman, Division Four, is home again after two visits at the Hospital. The condition of his leg is improving.

J. H. Schrader, Motorman, Division One, underwent an operation recently at the California Hospital. He is improving, and will soon be back on the job.

J. J. Brannick, Flagman, Transportation Department, is feeling much better after an illness of several months.

H. A. Cornwell, Safety Operator, Division One, who injured his shoulder and arm recently, is improving and will soon report for work.

G. E. Kinnison, Conductor, Division Four, who was confined to the Hospital for about four weeks, is out again. He is feeling fine, but it will be some time before he will be able to resume his regular duties.

E. S. McLafferty, Motorman, Division Five, a new man in the service, was operated on recently for appendicitis.

H. O. White, Car Repairer, Division One, Mechanical Department, had an emergency operation performed at the California Hospital in April. He is now at home and getting along fine.

M. R. Ballard, Supervisor, Transportation Department, was a little late in getting the Flu, nevertheless he spent several days in bed during May on account of it.

G. F. Fuller, Conductor, Division Five, continues to gain since his operation. He will soon be back on the job.

P. W. Randle, Conductor, Division One, who has been on the sick list since April 22, is improving, but spends most of his time in bed.

S. J. Riggs, Conductor, Division Three, who has been on the sick list since April 1, remains about the same.

J. B. Buchanan, General Storekeeper, who has been ill for over a month, is improved.

During the month of April there

were 138 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Obituary

Erdman Reichelt, Motorman, Division Four, died April 28, 1937. He was born in Persnitz, Germany, October 28, 1879, and was employed as Motorman September 4, 1919. He is survived by his wife, two daughters and one son.

The wife of Charles Fayette Paine, Clerk, Division Five, died May 4, 1937.

Praise For Medical Plan

I would like to thank the Los Angeles Railway and the Medical Plan for the wonderful care and attention I received during my illness. We all take the Medical Plan as a matter of course, but when you are flat on your back for months the way I was, and have special nurses day and night, and the doctor in attendance several times a day, you just wonder how such service can be given for the small amount that each individual pays into the plan.

C. O. MORSE,
Supt. Motor Coach Division.

BELLS

Our best wishes to the newest matrimonial recruits :

Motorman D. W. Seekels (Division 1), married April 8 to Miss Barbara Klein.

Motorman E. E. Larson (Division 1), married April 17 to Miss Esther Godden.

Conductor J. J. Egbert (Division 1), married April 27 to Miss Bernice Crane.

Conductor L. L. Meeker, Division Five, married May 20 to Miss Cecelia Vance.

Motorman A. A. Ballentine, Division Five, married May 12 to Miss Katherine Erringer.



That well-known dealer in blessed events, Old Man Stork, has been a busy bird among LARY families this Spring. Our congratulations to the proud parents who recently welcomed:

Barbara Marie, born to Conductor (Division 1) and Mrs. W. E. Hodgson on April 14.

Cecelia Anne, born to Motorman (Division 1) and Mrs. W. R. Mullenax on March 23.

Peggy Miriam, born to Motorman (Division 1) and Mrs. O. Sherlock on January 9.

Harold Bernard, born to Motorman (Division 1) and Mrs. L. Kudler on May 15.

Linda Louise, born to Operator (16th Street) and Mrs. J. E. Barnett on April 20.

William Lee, born to Operator (16th Street) and Mrs. D. L. Smith on May 8.

Annette, born to Operator (Wilshire) and Mrs. Ben Smith on April 24.

A daughter born to Conductor (Division Four) and Mrs. V. V. Guadagno on May 14.

A daughter born to Conductor (Division Four) and Mrs. E. J. Flint.

Venna Jeane Burnett, born to Conductor and Mrs. K. G. Burnett, Division Five, May 5.

David Francis Carey, born to Conductor (Division Five) and Mrs. Tommy Carey April 2.

Employee Election Work Lauded

Back of the defeat of the municipal bus proposition is a story of concerted effort and wholehearted employe cooperation. The smashing defeat administered to the municipal bus idea may be considered due, in large part, to the active participation in the campaign of Railway employes.

Represented by committeemen from each department, Employes' League headquarters were established in the main office and served as the center of precinct organization activities and an extensive mailing campaign. The League initiated, composed and distributed pamphlets, bumper strips, quarter cards, streetcar cards and letters. Included in the pamphlets were

Proposition "A" Defeated in EVERY District of City

Vote Summary by

Councilmanic Districts

District No. 1.....	2½	to 1
District No. 2.....	2½	to 1
District No. 3.....	2½	to 1
District No. 4.....	4	to 1
District No. 5.....	2½	to 1
District No. 6.....	2½	to 1
District No. 7.....	2	to 1
District No. 8.....	1¾	to 1
District No. 9.....	2	to 1⅞
District No. 10.....	2	to 1½
District No. 11.....	1¾	to 1
District No. 12.....	1½	to 1
District No. 13.....	2	to 1½
District No. 14.....	2	to 1
District No. 15.....	2	to 1½

detailed analyses of the municipal bus proposition and statements of

fact showing its impracticability.

Thousands of letters were printed and given out to employes who addressed the envelopes to friends and acquaintances and affixed their signatures. The letters were then returned to Employes' League headquarters for the insertion of folders; were stamped, sealed and mailed.

• Through a system of direct communication with all precinct workers on the day of election, by means of a battery of telephones, Employes' League headquarters were enabled to place workers wherever needed throughout the City's precincts.

Election returns conclusively established the fact that the intensive campaigning of the employes as a whole had much to do with the decisive manner in which voters of Los Angeles said "No!" to Municipal Buses.

\$50 For An Idea, Maintenance Men!

For the past several years Transit Journal has conducted a maintenance contest and awarded prizes for the four best ideas. The first prize has been \$50.00, second prize \$20.00, third prize, \$10.00 and fourth prize \$5.00. This contest is being held again this year and the same prizes are offered. It is open to any maintenance worker of any public transportation system—car, bus, trolley bus, line or track. All information necessary to enter the contest will be found in the accompanying rules.

This contest is held each year to stimulate interest in maintenance and interchange the ideas resulting from such stimulation. Many time-saving and money-saving devices are entered every year and, while they can't all win prizes, there is consolation in the fact that Transit Journal pays for each contest item that it publishes. Entries come in from all over the United States and what Joe Jinks does in Podunk helps Elmer Zilch in Butterfly Park to solve some problem, and vice versa.

Here's a chance for some of the boys who keep things going to cash

in on their ideas. The contest closes on August 1 so if you're going to make a stab at that \$50.00 you'd better hop to it. The judges will meet early in August and the prizes will be announced at the Annual Convention of the American Transit Association in September.

TRANSIT JOURNAL CONTEST RULES

1. The contest will be judged by a committee appointed by the president of the American Transit Engineering Association. All decisions of the judges in interpreting the conditions of the contest and in making awards will be final.

2. The description of any maintenance practice, method or device in use on the property with which a contestant is connected is eligible for submission in this contest, except one a description of which, to the knowledge of the contestant or judges, has previously been published.

3. Awards of \$50, \$20, \$10 and \$5 will be made, respectively, for the items adjudged first, second, third and fourth in excellence.

4. Only employes or officials of transit operating organizations may compete in this contest.

5. A contestant may submit any number of items he desires, each of which will be judged separately.

6. Only one award will be made for any one item, whether submitted by one

or more individuals.

7. In rating the various items the practical value of the practice, method, or device will be considered as of highest importance. This will include its applicability, its general advantages, and the economies it may effect.

8. Although length will not be considered in judging the items, they should be preferably 200 to 400 words in length. A photograph or drawing should accompany each item which can be illustrated.

9. Where the management of a transit company has a practice of requiring approval of items sent out for publication, such approval must accompany the manuscript. If written approval does not accompany the manuscript, it will be assumed that such approval is unnecessary.

10. Transit Journal shall have exclusive right to the publication of all material accepted in the contest. All items accepted will become the property of Transit Journal and no manuscripts will be returned.

11. Any material accepted in the contest may be published at any time after its receipt. A minimum of \$2.50 will be paid for each item published.

12. All items should be addressed to the Contest Editor of Transit Journal, 330 West 42nd Street, New York, N. Y. Items to be eligible for the contest must bear a postmark not later than midnight, August 1, 1937.



Token Tycoon Snyder

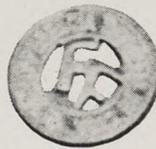
BITTEN by the collecting bug in 1929 (when most of us were losing whatever we had managed to collect up to that time!) Franklin Snyder, our Cashier, decided to acquire for himself the mediums of exchange for streetcar rides in Kamchatka or Singapore or Buenos Aires—in fact any and all points outside of the Los Angeles City limits.

The success of his undertaking may be estimated by the fact that he now has over 1500 tokens from nearly all the sizable transportation companies in this country and abroad. Square tokens, oblong ones; light ones, heavy ones; old ones, new ones; celluloid and metal ones; tokens from all over the world which, for varying grades of transportation, have been handed to conductors by Swedes, Porto Ricans, Egyptians, South Africans, Brazilians, Dutchmen.

Chief source of supply for token collectors are, of course, transportation companies which, according to Mr. Snyder, are for the most part very helpful in forwarding for their face value the older and rarer tokens as well as current issues. Tokens are also frequently secured from coin dealers and through exchange with other collectors.

Fares, Please!

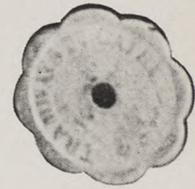
**Tokens From Many Countries
Form Unusual Collection**



Santiago



St. Etienne (France)



Cairo

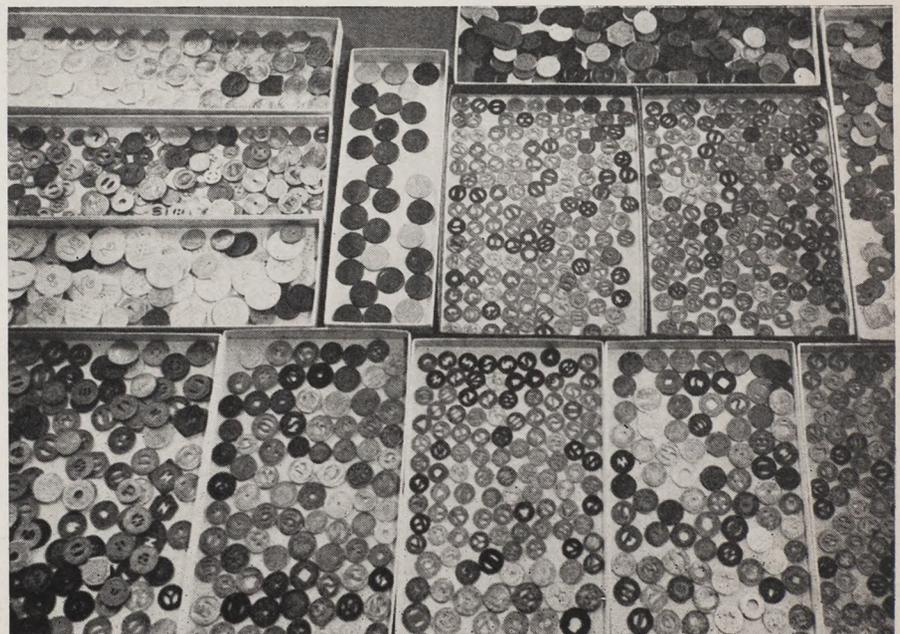
Although relatively new, this hobby has gained hundreds of adherents who have made valuable the hard-to-get tokens of companies operating stage coaches, inclined railroads, horse cars, ferries, canal boats and cable cars as well as the modern street car and bus.

To assist collectors, a looseleaf book has been developed which lists all known tokens. In order to keep their information up to date, collectors may secure monthly additions for a small fee. Included in the manual

for each token listed are the permanent reference number and city of issue, type (bus, school, etc.), material (brass, celluloid, etc.), diameter, and symbol.

Anyone contemplating a round the world trip would do well to burgle Frank Snyder's token collection before leaving and thus assure himself of transportation in nearly any city he might visit. From Italy to Ecuador and Czechoslovakia to Costa Rica one could ride on a succession of trams and trolleys, ferries and buses

A pocketful of these would insure you transportation on most of the major Street Railways of the world.



without end. The only problem likely to prove troublesome would be the watery stretches of the Atlantic as to the best of our knowledge, no oceanic tokens have yet been issued.

As varied as the cities of their origin, tokens present a wide contrast in shape, color and material. Practically all United States tokens are made from white metal while those of England and her possessions are

manufactured from celluloid. Other countries favor copper, brass, vulcanite, clay, german silver, pewter, tin, bronze, fibre. . . Sizes range from a diameter of 14 millimeters to that of a silver dollar. . . Shapes are oval, square, octagonal, scalloped, triangular. . . Some of the symbols used are the cross, diamond, heart, crescent, beehive, shamrock and star. Every letter of the alphabet is represented

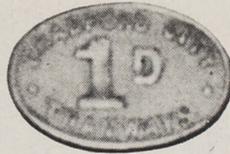
with the exception of "q".

In many cities, tokens are issued for special groups such as police, nurses, school children, mailmen, guides and the blind.

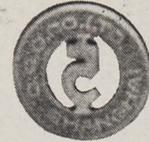
Collector Snyder says his aggregation of 1500 tokens is just a beginning; when he possesses 2500 he expects to feel that he has the nucleus of a collection!



Calais



Bradford City (Eng.)



Shanghai

TO judge from the rates of interest charged by certain local loan agencies, the business must be indeed profitable. They may be "easy payments" but many borrowers do not realize the terrific rates they are paying on relatively small loans. Typical cases are illustrated below, showing rates of interest on amounts from \$25.00 to \$100.00 that vary from 73 per cent to 226 per cent. The information contained in the first three columns in the table, was secured from newspaper advertisements of loan agencies.

The rate of interest paid on any loan or contract where payments are made by the week or month can be figured by use of the following simple formulas:

(a) Weekly Payments:

$$\text{Interest paid} = \frac{(104) (D)}{(N+1) (A)}$$

(b) Monthly Payments:

$$\text{Interest paid} = \frac{(24) (D)}{(N+1) (A)}$$

Where—

A = Amount borrowed.

D = Total amount of interest paid (Difference between amount borrowed and total paid back.)

Loan Business Booming

Amount Borrowed	Weekly Payments	Number Payments	Total Repaid	Rate of Interest
\$ 25.00	\$2.14	16	\$ 34.24	226
30.00	1.75	26	45.50	198
35.00	2.05	26	53.30	201
45.00	1.41	43	60.63	82
50.00	1.94	33	64.02	86
60.00	2.52	33	83.16	101
70.00	3.50	26	91.00	116
75.00	1.98	52	102.96	73
100.00	2.68	52	139.36	77

N = Number of weekly or monthly payments to be made.

Example:

on the first line of the table. As this calls for weekly payments, use formula (a):

weekly payments, use formula (a):

$$\text{Interest} = \frac{(104) (D)}{(N+1) (A)}$$

substituting figures for letters we have D = \$9.24 (difference between amount borrowed, \$25.00.

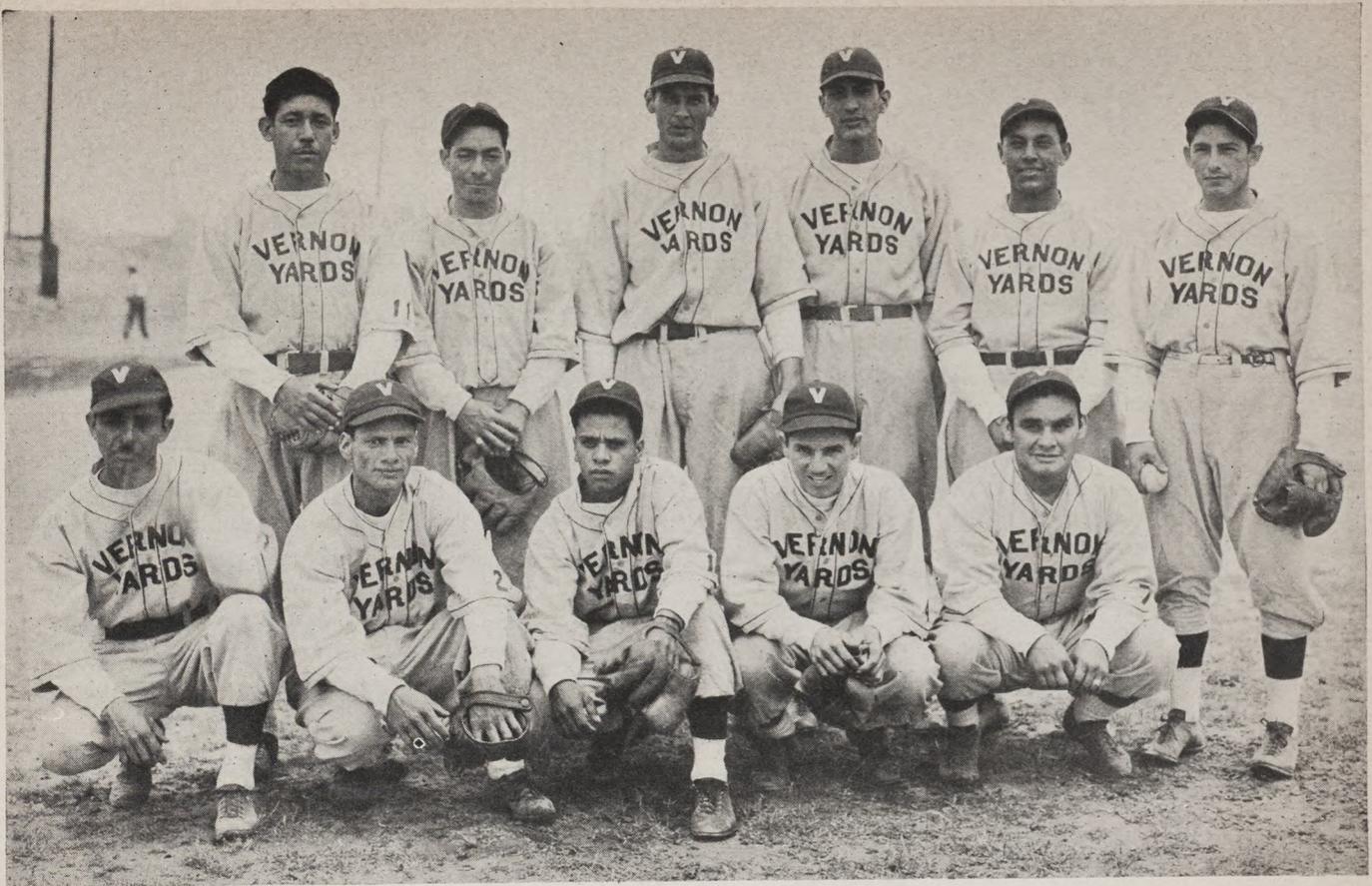
N = the number of payments, or 16—we then have:

$$(104) (9.24) (104) (9.24)$$

$$I = \frac{\text{---}}{(16+1) (25)} \text{ or } \frac{\text{---}}{(17) (25)}$$

Multiply the two sets of figures above line, then multiply the two below the line and divide the product above the line by that below the line and we get 226, which is in percent, or 226%.

If the payments are on monthly basis, use 24 from formula (b), instead of 104 from (a) and proceed exactly the same.



Division 5, Vernon, Stage Hot Contest

By C. J. KNITTLE

THINGS are really popping at Vernon Yard Ball Park these days. The Lary Leaguers finished the first quarter of their twenty-eight weeks series on May 16 and—we are not exaggerating a bit—Lee Fry, the official scorekeeper went home with a headache.

The day started with Vernon Yard holding a healthy lead in the standings. Divisions Four and Five were tied for second place. Division One held fourth place and Division Three was fifth.

The day ended with Division Five in second place, Division Four in third place, Division Three fourth and Division One fifth.

Division Five played Vernon in the first game. What a contest it turned out to be! Twelve innings and the final score was still tied 6-6.

In the afternoon game, Division Four and Division Three gave the fans a fine exhibition of good competition. The final score in favor of Division Three was 12-10.

The Division Four lads didn't like that at all. It was their second defeat of the season and Division Three's second win.

Broadly speaking, all the teams are showing a gradual improvement. All of them deserve better fan support.

Nothing stimulates a team's spirit more than a large crowd of rooters and it is hoped that more of the men who do not play the game will come down to Vernon Yard Ball Park on Sundays and join in the rooting. Remember, if your favorite team is doomed to get licked, you can always smother your disappointment with hot dogs or drown them in soda pop.

And now let us glance over the recent scores and standings:

APRIL 25 at 10:30 A. M.

	R	H	E
Division 5	002	004	211—10 12 3
Division 3	010	010	210—5 8 9

Batteries: Beals and Cranston; Shannon and Barnett.

Beals pitched steady ball throughout.

This is Division 3's third game and third defeat but this is a brand new season. So give them time. The skill is there. It just isn't clicking right.

At 1.00 P. M.

	R	H	E
Division 4	0	00	000 012—3 8 12
Vernon	11	43	151 11x—27 20 3

Batteries: Vance, Waggoner, Andrews and Stevers, Sprague; Peralta and Quihuis.

Division 4's first defeat of the season was a bad one. The Vernon Yard lads appear to be in a class of their own.

At UNION PACIFIC BALL PARK

	R	H	E
Division 1	001	200	143—11 12 2
Coach	420	000	200—8 8 7

Batteries: Van Unen, Means and Beckett; Wren and Martin.

The Coach lads gave the Division 1 boys some real competition this time, piling up eight runs against four for Division 1 in the first seven innings but the trainmen rallied in the eighth and ninth and the Coach lads took their third defeat to the tune of 11-8.

MAY 2 at 10:30 A. M.

	R	H	E
Division 4	350	100	070—12 16 5
Coach	000	040	200—7 6 8

Batteries: Andrews, Vance and Stevers; Wren, Logan and Martin.

Andrews was pitching a shut-out game but was forced to retire in the fifth inning with an injured arm.

At 1:00 P. M.

	R	H	E
Division 5	303	200	025—15 18 8
Division 1	000	110	007—9 9 5

Batteries: Smith, Beals and Cranston; Carney, Means and Beckett.

Smith is a newcomer to the Division Five team and specializes on a slow, knuckle ball which evidently baffled the Division 1 boys. He pitched a good game until the ninth inning, then weakened and was replaced by Beals.

At YOSEMITE PLAYGROUND
(Eagle Rock)

	R	H	E
Division 3	010	001	00—2 8 5
Vernon	240	000	2x—8 10 2

Batteries: Woodward and Martin, Barnett; Peralta and Quihuis.

A very good game. Division 3 showed up well this time. Vernon showed its usual good form. No sensational plays.

MAY 9 at 10:30 A. M.

	R	H	E
Division 1	000	000	000—0 5 4
Vernon	000	033	01x—7 9 3

Batteries: Means and Beckett; Peralta and Quihuis.

Peralta pitched shut-out ball and was also good in the pinches. Division One team played very well throughout, regardless of the score.

At 1:00 P. M.

	R	H	E
Division 3	611	374	06—28 24 3
Coach	000	006	03—9 12 9

Batteries: May, Wankier, Woodward and Meek, Barnett; Wren, Lupton, Burns and Martin.

It was Division 3's first win of the season. May pitched good ball but retired in the fifth after his team got a good lead. Manager "Lucky" Johnson has taken over the Division Three club now and will probably put it on a winning basis.

MAY 16 at 10:30 A. M.

	R	H	E
Vernon	210	002	100 000—6 7 3
Division 5	010	410	000 000—6 12 4

Batteries: Saiza and Quihuis; Smith, Beals and Cranston.

It was the closest call to a defeat that Vernon has met this season. A real pitchers' battle running into extra innings with out and infielders playing good support.

Huntoon, Division Five's leftfielder, ended the game with a good sensational catch, running about seventy-five yards from deep

left field to a point beyond the foul line, holding the final score to a 6-6 tie.

At 1:00 P. M.

	R	H	E
Division 3	043	202	010—12 14 3
Division 4	004	120	102—10 16 8

Batteries: Woodward and Barnett; Vance and Stevers, Hancock.

Just an ordinary game with plenty of errors. Good entertainment for the spectators, however.

Matzner, Division Three's 2nd baseman, hit a homer in the second inning with nobody on.

Catcher Stevers of Division Four hit two homers, one in the third inning scoring Hipes and another in the fifth with nobody on.

LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard	5	0	1.000
Division Five	3	1	.750
Division Four	3	2	.600
Division Three	2	3	.400
Division One	2	4	.332
Coach	0	5	.000

LADY LEAGUE BATTING AVERAGES
(End of first quarter)

	G	AB	R	H	Pct.
Vernon Yard	5	198	73	67	.338
Division Four	5	207	58	65	.314
Division Three	5	187	43	53	.283
Division Five	5	210	51	47	.267
Division One	5	189	37	48	.254
Coach	5	168	27	40	.238

INDIVIDUAL BATTING

	G	AB	R	H	Pct.
Hancock, Div. 4	4	4	2	3	.750
Carpio, Vernon	3	17	18	11	.647
Christensen, Div. 3	3	7	4	4	.571
Knight, Div. 3	2	6	2	3	.500
Carrillo, Vernon	5	17	13	8	.471
Matzner, Div. 3	3	9	4	4	.444
Widman, Coach	3	7	1	3	.428
J. Saiza, Vernon	5	19	11	8	.421
Barnett, Div. 3	5	17	5	7	.412
Hipes, Div. 4	5	20	8	8	.400
Stoner, Coach	5	15	3	6	.400
Meek, Div. 3	3	8	4	3	.375
Wiede, Coach	4	8	2	3	.375
Cranston, Div. 5	4	19	5	7	.368
Lipscomb, Div. 4	5	22	7	8	.364
Seale, Div. 5	5	25	9	9	.360
Andrews, Div. 4	5	25	8	9	.360
Waggoner, Div. 4	5	23	7	8	.348
W. P. Smith, Div. 5	5	23	6	8	.348
G. Manriquez, Ver. 5	5	24	7	8	.333
W. S. Vance, Div. 4	5	22	6	7	.333
Stevens, Div. 4	5	18	5	6	.333
M. Saiza, Vernon	3	9	2	3	.333
Morris, Div. 3	3	6	1	2	.333
Bell, Div. 1	5	22	5	7	.318
W.W.Vance, Div. 4	5	22	4	7	.318
S. Manriquez, Ver. 5	5	19	8	6	.316
Ferguson, Div. 1	5	19	4	6	.316
Kohler, Div. 4	5	16	4	5	.313
Dorsey, Div. 1	5	16	2	5	.313

Pilgrim, Coach	2	10	1	3	.300
Means, Div. 1	5	24	6	7	.294
Miranda, Vernon	5	26	6	7	.292
O'Neill, Div. 1	4	14	4	4	.286
Cosgrove, Div. 3	5	14	4	4	.286
M. Misko, Div. 5	5	14	3	4	.286
V. W. Smith, Div. 5	5	7	3	2	.286
Wren, Coach	5	18	3	5	.278
Beckett, Div. 1	5	18	0	5	.278
Brown, Div. 5	5	22	7	6	.273
Triboulet, Div. 3	5	22	6	6	.273
Huntoon, Div. 5	5	22	4	6	.273
Quihuis, Vernon	5	23	6	6	.261
Woodward, Div. 3	5	16	3	4	.250

A general and a colonel were walking down the street. They met many privates, and each time the colonel would salute he would mutter, "The same to you."

The general's curiosity soon got the better of him, and he asked:

"Why do you always say that?"

The colonel answered:

"I was once a private and I know what they are thinking."

A passenger on a New York and Chicago limited train, looking under his berth in the morning, found one black shoe and one tan. He called the porter's attention to the error.

The porter scratched his head in bewilderment.

"Well, ef dat don't beat all," he said. "Dat's de second time dis mawn-in' dat mistake happened."

A bewildered man entered a ladies' specialty shop. "I want a corset for my wife," he said.

"What bust?" asked the clerk.

"Nothin', just wore out, I guess."

A Scotchman was leaving on a business trip and he called back as he was leaving:

"Good-bye all, and dinna forget to tak' litle Donal's glasses off when he isn't looking at anything."

The list of prize winners at a recent picnic read:

"Mrs. Smith won the ladies' rolling pin throwing contest by hurling a pin seventy-five feet."

"Mr. Smith won the hundred-yard dash."

Target Practice, Vaudeville on Schedule of Clubs

Bullseyes and Misses

By L. F. SPARKS, *Secretary*

Sunday April 25, was a day that the Lary Silver Bullet Team will remember for some time to come; they lost the Los Angeles Railway Trophy that they have held since the beginning of the matches. We not only lost possession of the Trophy but we fell to third place. Inglewood Team No. 1 took the Trophy for a month with a score of 1055 as against the Silver Bullets score of 1018. Congratulations Inglewood but we intend to make you do your best to keep it longer than a month.

Sunday May 9, two of our boys won prizes in the timed fire match. J. R. Herring of Division 5 took first place in the .38 caliber Expert Match with a score of 269 x 300 and received a beautiful knife. J. T. Denis was first in the Sharpshooter Match with a score of 261 x 300 and now owns a fancy cigarette case.

Sunday May 16, the Silver Bullets shot a postal match with the Hammond Rifle and Pistol Club Team of Hammond Indiana. Each team to consist of seven men, any pistol or revolver, with five high scores to count. Police Match Course, 25 yard official rapid fire targets. We have not received the Hammond scores as yet so cannot give final results until later. This was the first of a series of matches that will make our team known all over the United States.

At the regular meeting on May 17, Acting Captain of the Silver Bullets presented the LARY Trophy to Captain Ed. Schofield of the Inglewood Team.

Sunday June 13, qualification shoot for those wishing to win rating bars.

Monday June 21, regular monthly

meeting at the City Hall, Inglewood, 8:00 p.m. There will be a door prize for some lucky person. The first of a series of lectures on revolver shooting will be given that night. Now is your chance to become a rocking chair marksman. Every one interested is invited to attend these lectures.

Sunday June 27, LARY Trophy Shoot. Go to it Silver Bullets and win that Trophy again.

We welcome a new member in our Division, A. F. Gerard, Coach Operator.

Anyone desiring more information on the Centinela Springs Revolver Assn. and the Los Angeles Railway Division of the Assn., write R. J. MacMillan, 965 E. 68th Street, Inglewood.

Square and Compass Club

Another month having rolled around, the Club held its regular meeting at Scully's Cafe, on May 15. If you weren't there, you certainly missed a time. If you don't understand this just ask the men who attended. Anyway, your officers humbly apologize for the lateness of the meal, and the after noises, and promise that it won't happen again.

On Thursday night, May 15, the Club met at Henry S. Orme Lodge, and conferred the third degree on Brother Acord of Division 4 operating.

On Thursday, May 20, we met at Euclid Lodge and conferred the third degree on Brother Graham of the Motor Coach Co. The Club appreciates the participation in this degree work, and extends to the men and any other Masons, a cordial invitation to meet with us any third Saturday of the month.

Brother Dan Johnston extends an

invitation to all members and their wives to attend the installation of his daughter, Lillian, to the post of Honor Queen of Bethel 36, on the night of June 12, at Palestine Masonic Temple, 41st Place and Figueroa.

As a final note—don't forget the vaudeville show June 11. It promises to be a colossal entertainment that will make Barnum's affairs look like amateur nights.

Be there!

Retired Employees Association

D. L. GRAGG, *Secretary*.

The regular monthly meeting of the Retired Employees Association was held at Division Four at 2:30 p.m., on Tuesday, May 18, 1937. Thirty-two members were present.

The meeting was called to order by President C. M. McRoberts who thanked the members for their splendid work in helping defeat the proposed bus ordinance.

Mr. C. E. Morgan, manager of Transportation, was present and made a talk along the lines of improvement in electric railway construction and operation, recalling incidents in his own career in the business. His talk was much enjoyed by everyone present.

The next meeting will be held on June 15, 1937.

Spinster: "So the waiter says to me, 'How would you like your rice?'"

Friend: "Yes, dearie, go on."

Spinster "So I says wistfully, 'Thrown at me, big boy.'"

"Some of you pedestrians walk as if you owned the streets."

"Yes, and some of you motorists drive around just as if you owned your cars."

Division Scribes on the Air

Virgil & Santa Monica Coach



D. S. COBURN

Miss Cohen of the General Office is leaving June 19, on what promises to be a very enjoyable vacation to Yellowstone National Park.

Believe it or not Conductor C. E. Vidamore has a new uniform cap. Very few of us were able to recognize him for the first few days he wore it.

Wayne Gilland, Bill Humber and Pinky Newen are in the east on their vacations. Humber and Newen plan to drive their new cars when they return home.

We have many among us who have talents known to very few. For instance Leo Hubbert, who comes from the wild open spaces of Texas, is shown in some snappy action in the accompanying photos.

After five games played in the big soft ball tournament we find the Virgil Office team maintaining championship form behind the stellar battery team of Thompson and Canning. The standing of the four teams involved are:

	Won	Lost
Virgil Office	3	0
Wilshire Operators	1	2
Virgil Operators	1	2
16th Street Office	0	1

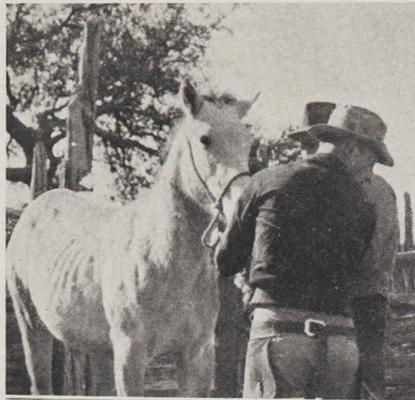
Everyone has been having a lot of fun at the games outside of a few minor casualties incurred by some of the more enthusiastic players.

Welcome to the following men who have entered the service this month:

Virgil Division: J. R. Rowley, H. D. Bello, A. B. Holliday, S. F. Pallas and C. W. Dean.

Wilshire Division: H. G. Moore and O. W. Woodside.

STEEPLECHASE



Starring Leo Hubbert, Virgil Coach Division in our own Western Feature

Mechanical

Otto Draviner has been seen to sneak off to a certain drawer down in the shop and take a drink from a large suspicious looking bottle. Many have ventured to guess what

the bottle contained but on investigation it was disclosed that it was merely soda water, Otto being unable to drink ordinary water.

Bill Haning has returned to work after a serious illness. On his return he was transferred to the day shift.

Herbert Rapp has been transferred to the general repair crew, George Clink taking his place on service and inspection.



Division One

C. J. BAYLOR

On the twenty-ninth of April it was our good fortune to have as a speaker at our Division meeting our President, Mr. Lucius S. Storrs, who talked on a subject that is of vital importance to each and every employe.

Mr. C. E. Morgan, Manager of Operations, also gave a short talk.

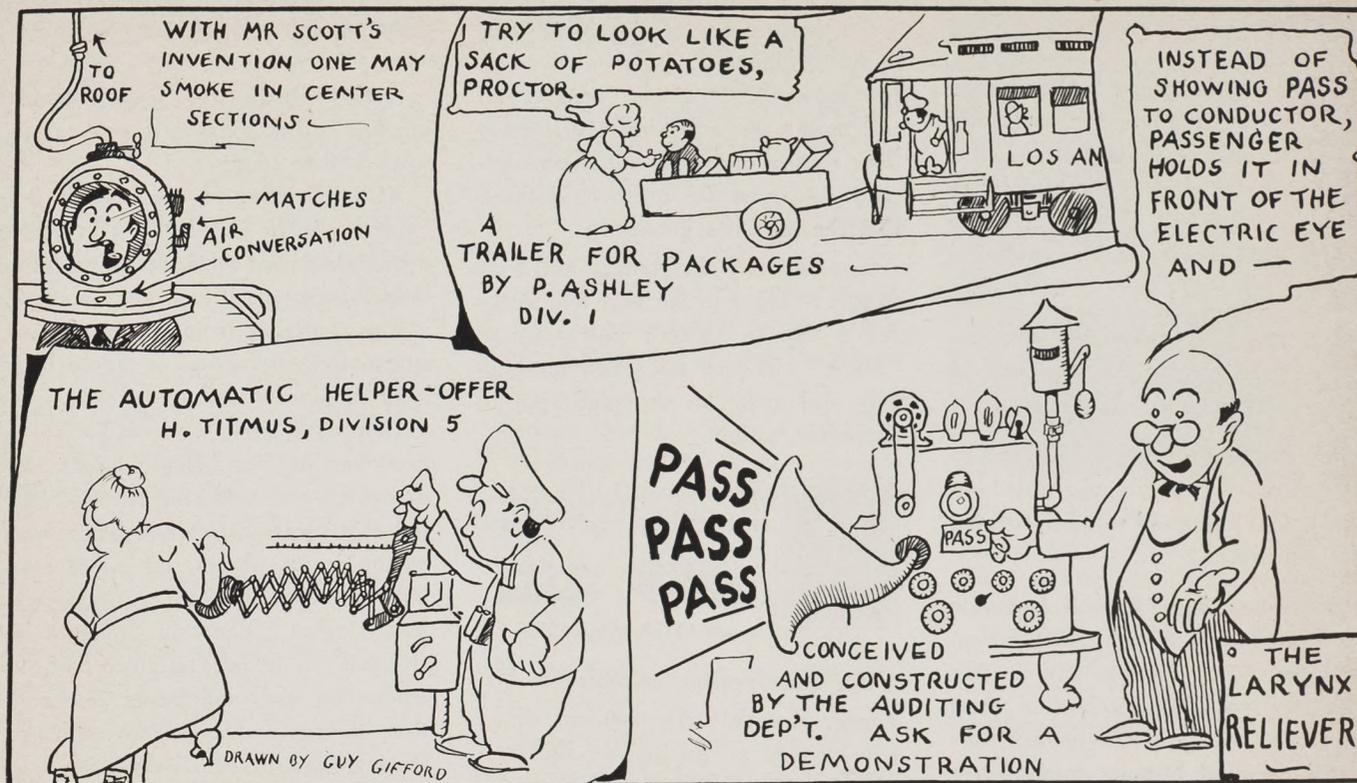
I am sure that Mr. Storrs', and Mr. Morgan's talks were greatly appreciated by every one who had the opportunity to hear them.

A very pleasant surprise party was given to Motorman and Mrs. J. H. Johnson on May fourth, the occasion being their thirtieth wedding anniversary. The party was planned by their son John Johnson of Division Four and many of their friends who attended the wedding in Omaha, Nebraska were present.

Mr. and Mrs. Johnson received many beautiful gifts including a chest of silverware from their son.

Yesere, I see by the instruction sheet we have some faces around the Division that are strangers, the gentlemen are from top to bottom, M. L. Rise, R. L. Henderson, A. B. Thomas, E. L. Fine, A. R. Burk, R.

These Aren't Patented—Help Yourself!



Guy Gifford, Div. 1

W. Wilson, T. W. Birx, T. J. Greaves, A. H. Edminson, G. L. Whitaker, C. R. McGuyre, and C. T. Robinson, Welcome fellows, and if there are any baseball players among you, and you would like to play, see Leo Nether-sole.

Conductor C. E. Hazen, spent ten days fishin' and loafin' around Courtland, California, Gene was assisted by the Missus, and their two sons.

Conductor W. E. Hankins, is spend- ing the next forty-five days some- where in Idaho just visiting.



H. I. SCHAUBER

Another Track Department barbe- cue has become history and as usual it was the best yet. Food of the finest quality designed and delivered by Bill Swearingen, Jimmy Watkins,

Charlie Shelton, together with sever- al other employes, all tested and approved by Johnny Teegarden at no extra cost.

There are several distinct phases to a Track Department barbecue—one is the pleasure of having as our guests some of our friends from the main office of the Company, such as Mr. Morgan, Manager of Opera- tions and Mr. Weeks, Superintendent of Traffic, who broke bread with us for the first time. Another is the elation which comes from hunger and anticipation. This is probably caused by the aroma of steaming beef, stew- ing beans and boiling coffee. Also, the serious business of eating and snapping at any strange fingers that may appear in you plate. Then the after dinner complacency, which consists of burped radishes, stale gar- lic, olio or cigar, pipe and cigarette smoke and stories. Shame on you Messrs. Jordan, Neary, Hilf and others.

“Slicker Bill’ Rankin treated his wife to a swell time the other Sunday by inviting her to attend a free ball game with him at Vernon Yard. After deliberately misinforming her as to the merit of the opposing team, Bill collected a dollar bet from her. Its the woman who pays.

In an effort to separate two em- battled dogs the other day, Ray Cop- per became involved, and when Louie Schmidt threw a bucket of soapy- water in an effort to stop the melee, he missed the dog. Luckily for Ray he had a change of clothes handy.

We all met reverses and various kinds of contention during the recent campaign but Eddie Grant really had something out of the ordinary to han- dle. A lady, to whom Eddie was read- ing the merits of the issue which he was championing, permitted her cute little doggie to sharpen its teeth on Eddie’s leg. Don’t blame the dog Eddie, never read in the presence of a lady.



Division Three

L. VOLNER

While on their way to London to attend the coronation, Mr. and Mrs. C. A. Davies of Salinas stopped over in this city for a few days at the home of Motorman and Mrs. H. N. Andrews. Mrs. Davies is Mr. Andrews' sister.

Mr. and Mrs. John Bell of Sherman, Texas, are the house guests of Superintendent and Mrs. Ferguson.

Conductor and Mrs. C. E. Dunlop have returned from an enjoyable two-weeks visit to the old reliable Gilman Hot Springs.

Motorman A. E. Russell and wife accompanied by friends, spent an enjoyable week's fishing trip in the High Sierras. They report a most enjoyable trip, and all the fish they could eat, and brought many home besides.

Conductor O. G. Thompson is spending several days at home doing a bit of remodeling on his property.

On June 1 Motorman F. L. Leadbetter and his family leave on an extended business and pleasure trip to points in Washington.

On the first day of May Motorman G. R. Chapman, E. C. Eckenwiler and Conductor W. O. Butler went to the mountains on a fishing trip. Upon their return, there was not much comment, so naturally one would think that the big ones got away.

Conductor N. E. Mackay and wife expect to leave in the next few weeks for a trip to Eastern points where "Mack" will pick up a new automobile and make an extended visit to Canadian points.



ELECTRICAL



WALTER WHITESIDE

For some reason, unknown to Mr. Yeager of the Line Department, someone inserted an ad in Two Bells attempting to sell two unused pilots for gas heaters, and listed the party to be contacted as Mr. Yeager. At this time he wishes to state publicly that he doesn't know anything about the un-

used pilots, and he certainly hopes that prospective purchasers stop calling him on the phone.

Benny Lerit of the Substation Department left recently on an extended trip to New York City.

S. H. Phillip's broken leg is mending fast and he expects to be back to work before long.

Also a victim of the broken leg epidemic is W. G. Clardy who made a miscalculation while standing on a ladder repairing his garage.

The changing from center pole to side pole construction on Santa Barbara Avenue is well under way.

Henry Neel left town on his vacation, heading for his old haunt, the desert. He was suffering from a cold, but that cleared up when he arrived at the warm places. He spent considerable time in Indio, and also visited Dagget. When in Dagget, he stopped at a filling station to find out where he was, and being informed that he was in Dagget, he informed the attendant that the town must have turned around as the stores were on the opposite end of town when he was there before, whereupon the attendant asked when he was last there, and Henry stated, "Just 50 years ago."



Guy Gifford, Div. 1

"He used to be a Singing Waiter, Mr. Morgan!"



Division Four

C. J. KNITTLE

Thinking back over the last thirty days—The jitney bus proposition overwhelmingly defeated. The coronation of King George. Mothers Day. (Isn't it a pity that it took an act of Congress to make some people think of their mothers?) Another event—the five cents an hour raise. And still another—the receiving of two months back pay on May 22. What a month! What a month!

Motorman Ray Abel is still chuckling over the race he lost with the stork a few weeks ago. Ray works on the B Line. His car and the baby arrived at 12th and Maple at the same time.

Herr Hitler and Conductor Steve Cooper celebrated their birthdays on April 21. Which reminds us, this publication will pass it's seventeenth milestone on June 7.

Our funniest observation lately: A drunk boarding an Alvarado Bus at Seventh Street, paid his fare, took a transfer and then walked back in the bus and followed the crowd out the exit way.

Foreman B. B. Boyd entertained the Division Four Baseball Team with a turkey banquet on Saturday, May 8. The lads reported having a marvelous time. The prima facie evidence proves that. Three turkeys were served and there was nothing left but the bones.

A general choice of runs was held on April 27 and 28. Those who chose runs on Line P which will soon go "Streamline" have already started breaking in on the new cars. Some humorous incidents, involving student-operators, have been observed. In one case, the Streamliner started across Western Avenue but an auto got in its way. The lights blinked on and off, the doors flew open and shut, the compressor started pumping and finally, with the auto half a block away, the gong went "Clang! Clang!"

Twenty new motormen were hired for Division Four in the month of May.

Conductor W. M. Dent is sporting a new Plymouth Coach.

Motorman L. A. Starkey returned May 3 from a four month's seige of pneumonia.

Conductor H. L. Reeder returned from a twenty-one days leave on June 1. Sickness in his family, back east, was the reason for the trip.

Conductor J. L. Morris also made a hurried trip east, lately, on account of illness in the family. He was granted twenty days and returned June 1.



F. ARLEIGH FRAZIER

Anyone wanting a good used Deputy Sheriff's badge see Roy Blaize.

Now that fishing season has started Bob Allen is peddling angle worms.

Introducing new men, John Bougher and J. Carmichael in the truck Shop; E. Peerson in the Carpenter Shop.

Sidney Reeves is quite a musician in Glendale. He leads an orchestra and has furnished the music for several entertainments.

When Erney Bougher plays golf he has a snack of hard boiled eggs when he gets hungry. He doesn't bother to take the shell off the eggs but eats them shell and all.

Scotty Reeves wants someone living in Glendale to ride in to work and help pay the gas bill.

Persons wanting to buy those old scrap doors are having a hard time getting any on account of A. D. Thomas buying most of them to build a miniature Railroad roundhouse near his home.

One of our farebox car operators, Jack Sproul, his wife, son and daughter recently visited friends in the east and drove a new Buick back home.

Mrs. Marie Sundeen and family wish to express their thanks for the beautiful floral piece the boys of the shops sent to the funeral services of their loved one.

Linus Johnson wishes to extend thanks for the kind expression of sympathy at the funeral services of his mother.

Bob W. Findlater, who spends five days a week in the Truck Department at South Park Shops, was so enthusiastic in the recent Bus Campaign that he taught his young lady, Carol Jean, 7 months old, the art of making a talk on "Vote No on Proposition A on May 4." You will note she is trying to tell the whole world about it.



"And, furthermore—"! Carol Jean tells 'em how to vote (note placard). This young public speaker is the daughter of R. W. Findlater, Track Department, South Park Shops.



FRED MASON

Those of you who did not get out to see the ball game on Sunday, May 16, when our boys hooked up with the crack Vernon Yards team, surely missed a thrilling game. The fact that it went twelve innings, and was then called at the end of the twelfth with the score tied at six all, speaks for itself. The stands were packed to capacity and everybody who attended was well rewarded with some sparkling ball. When these two teams get together again, which will be on June 27, those of you who wish to attend will have to get there bright and early if you want a seat.

Conductor J. L. Decker is off for ninety days. His first stop will be Flint, Michigan, where he is taking over his brand new Chevy. After that he's on his way to his old stomp-

ing grounds around Hancock, Missouri, and from then on it will be squirrel hunting and fishing.

On account of his sister's illness Conductor C. D. Shaffer has taken thirty days leave of absence and has gone back to Arnett, Oklahoma.

Motorman Ernest Rhodes and his wife are spending a three weeks' vacation, motoring to Vancouver, British Columbia. They are taking the coast route up and are returning via the inland route.

Conductor George Case loves his surf fishing and at every opportunity he hies himself to the beach. One evening recently he and his wife made an exceptionally good catch and around midnight decided they had had enough and started back to put the fish in the car. When George reached in his pocket for the keys they were gone. After spending an hour groping around the sand on his hands and knees, he decided it was of no avail, and gave up. He then telephoned in to Los Angeles and got his brother to come down and get him. After keys were procured, George returned for the car, finally getting home in the wee small hours. What hurt George most of all, though, was that while he was tripping back and forth somebody took his mess of fish.

Motorman M. N. O'Toole has resigned, having received an appointment with the United States Mail Service. Good luck to you, M.N.



Taking advantage of the Desert Wildflower season is little Joan, daughter of Supervisor and Mrs. L. E. Sausser.



F. F. ROBEY

Ray Hays, our painter, recently traded his Whippet Coupe in on a new blue Oldsmobile Coupe. Ray will probably look the country over now.

"Clay" Heywood is going back to the Detroit factory and get a new Plymouth. He will return by the way of Florida and back to New Orleans and the southern route, home.

R. O. "Casey" Martin has the distinction of being elected our new committeeman.

"Tommy" Hartley recently traded cars and came out winner with a 1935 Chevrolet sedan.

Division Two

Mrs. R. E. Jones, Mechanical Street Inspector's wife, just out of the Hospital recuperating from a Major operation is getting along slowly.

Mrs. H. T. Brown fell at home breaking a rib and receiving internal injury and was in the Hospital for a few days, but we are glad to hear that she is getting along O. K.

W. G. Gregory, E. R. Kink, W. Beck broke in to operate the P.C.C. cars on the street, and they say that they are the smoothest and fastest accelerating cars they ever operated and they have operated street cars from the old Thompson and Houston to the present modern equipment.

Division Three

Now that the election is over, the topic seems to be fishing.

H. Wescombe went fishing on May 9 and returned with six barracudas and no Tom Cods.

Boyd Walters is heading for the soup gang—getting his teeth pulled.

G. Treener, our rotund clerk, is sporting new glasses.

D. Dickensen is growing a new crop of hair. Part of his hair came off after he hit his head on a cross piece.

Division Four

Raymond Crowthers has the honor



"I thought I was getting on a Streamlined Streetcar!"

Guy Gifford, Div. 1

of being the first one at this Division to get a coat of tan. We thought it was sun burn but Ray still insists it's tan.

After helping defeat Proposition "A" in the recent election, Ray Scudder has the title of being the "Political Boss" at this Division.

Division Five

Gerald Deere, L. A. Thompson and C. T. Yarbo are the new members of our cleaning gang. Glad to have you, boys.

Andy Duncan was quite busy driving the ladies around election day. The men vote too, Andy.

John Sottile showed up the other day with a dandy shiner. You sure have to watch out for open doors in the dark.

Anytime you just happen to need a gong pin you will find lots of them in Jimmy James' tool box.



16th Street Coach
CHARLES H. HARDY

A spectacular soft ball game was played at Griffith Park on May 16 between the Lary Coach office force and supervisors, and the Lary Motor Coach office force and supervisors. The score was 8 to 4 in favor of the Motor Coach team. "Home Run" Corbett was credited with at least 10 strike outs. A. Grant did a beautiful swan dive to first base, F. Ballenger made a dive after a hard hit ball and picked up a rock instead. L. Nowak was lucky to be in the game as he had previously caught a ball on the chin during a practice game. Mr. Chamberlain was so stiff the next day that he could hardly navigate.

J. E. Mulconery and his pal Paul Patterson of Virgil Street were ushers at a wedding recently where everything was "soup and fish." Believe it or not the boys were quite elegant in their claw-hammer coats.

Jimmy Kresge has a new amateur bantamweight fighter, Mickey Peters, under his wing. He looks very promising with plenty of speed.



The Marks Orchestra—Children of Tom Marks, 16th Street Garage. Aletha, 13, Hampton, 7, Tommy, 11, and Malcom, 9.

W. W. Webb, Coach office janitor, suffered painful injuries in an auto accident while riding with some friends recently. He received a fractured shoulder and three broken ribs.

When L. Fuller and A. D. DuRee reached the Fairfax terminal with their Wilshire coach recently they overheard an elderly lady say to another, "Let us get off so they can turn the seats back."

We welcome these new men who entered the Coach Division in the past few weeks: C. L. Miner, F. D. Odom, R. E. LeBarron, C. R. Davison, C. H. Pilgrim, W. D. McClure, T. E. Stuckey, C. O. Storie.

Twenty-three boys from this Division went deep sea fishing May 16 and returned with plenty fish. J. I. Hensley the lucky man of the trip won the jack pot by catching the biggest fish. Barney Rudd was the unlucky man of the party when he lost his tackle, having failed to fasten it down.

A lady got on a coach piloted by A. G. Hickey and asked how to get to an address in Hawthorne. He sold her a bus ticket and explained where to transfer to a Hawthorne car and to ride this car to the end of the line and she would be right there. It

staggered him when she asked, "What will I do then?"

Garage

L. Hume has left the Garage to take charge of a ranch belonging to his father-in-law in the northern part of the state. We wish him every success.

Joe Crawford who so expertly irons out the marcells in fenders and bodies, had quite a time when he had a case of the mumps recently.

Tom Juris has invented a double deck battery wagon which helps prevent strained backs.

We welcome Paul Marshall, new man in the garage.

Some of the boys think that Ed Graham said "I do" several months ago and that he is holding out on the cigars. What have you to say for yourself Ed?

We offer our sympathy to G. Holmes whose father passed away recently.

O. Carr anticipated some warm spring nights but not quite as hot as the other evening when he turned around to find his service truck going up in flames. Luckily Carr was not harmed.

With the Vets

Veterans of Foreign Wars

By R. T. GAMBLE, *Commander*

Our Commander-in-Chief, Bernard W. Kearney, arrived in Los Angeles the morning of May 10 and spent a busy day in visiting the hospitals at Sawtelle and San Fernando. He made a hasty trip to San Diego for a noon luncheon and returned to Los Angeles in time to address a mass meeting at Patriotic Hall in the evening. Mrs. Kearney accompanied the National Commander and they were given a real welcome to Southern California. Comrade Kearney spoke on the Seven Point Program of the V.F.W. as outlined for this year and in so doing brought out the main points at issue. One of the things he mentioned was our Americanization program in which he stated that we comrades who had followed, fought for and carried Old Glory on foreign soil and hostile waters that we might preserve our present form of government, must and will carry on our fight to that end. He says there are too many *isms* and that we have no room for any of them but *Americanism*. Let's all get behind our program and see to it that those who do not think our form of government is good enough for them and who would like to place some *ism* other than *Americanism* in power are put on a boat and sent back to the country from whence they came.

Will see you all at the Department Encampment at Oroville, June 27 to July 1.

Cooties

By R. T. GAMBLE, *Shirt Reader*

The Cooties is the honor degree of the Veterans of Foreign Wars. It is also the fun degree and as you Cooties know, Angel City is the largest and best known Pup Tent in the U.S.A.

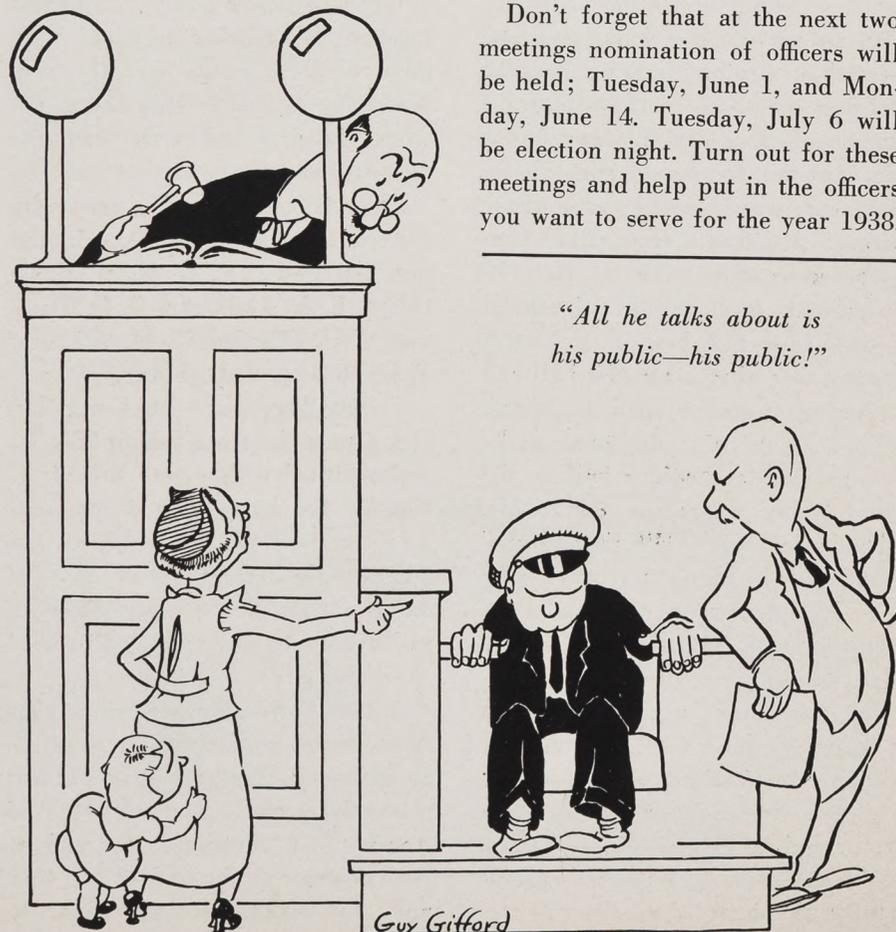
Our Seam Squirrel (Commander)

is none other than that smiling and genial young man who was formerly one of the gobs on one of Uncle Sam's floating fortresses but is now passing his time away driving one of our Line Dept. Trucks.

Cootie Cavanaugh of Vernon Yards whom you are liable to see around most any Division or any place else on the system is our good Adjutant.

Cootie Gamble of Division No. 4 is the Shirt Reader or Master of Ceremonies and if you don't know just what that is just ask some of the newer Cooties.

For instance, Cootie Hannon of Division 5 or Cootie Heft of Division 1. They have had the first two degrees and Saturday night, June 12, they will really find out what the Cootie is. Be sure to take a good look at them when you see them for they will never look the same again.



"All he talks about is his public—his public!"

American Legion Post 541

By R. H. MANNING, *Adjutant*

Monday, May 17, open house night, found a large turnout from the L. A. Ry. Veterans Club and its Auxiliary, who witnessed the reception of permanent charters by both our post and its auxiliary.

The charters were presented to the ladies by Mrs. Irene Burgoon, 17th District Auxiliary President, and to the post by Reg Diffenbaugh, First Vice-Commander of the 17th District.

Our good friend and Comrade Rev. Philip Beyhan, Chaplain of the 17th District, acted as Chaplain for us in the absence of Chaplain Myer.

Mrs. Rosalie Warr of Inglewood presented some of the talent from her studio. Our little friend Dorothy Jean Deaulbach made a real hit with her four numbers, while the rest of the performers were all good.

We have thrown our Commander's hat in the ring for Sergeant-at-Arms of the 17th District and we think he has a good chance to be elected. Let's help put Leo over.

Don't forget that at the next two meetings nomination of officers will be held; Tuesday, June 1, and Monday, June 14. Tuesday, July 6 will be election night. Turn out for these meetings and help put in the officers you want to serve for the year 1938.

The Trading Post

For Sale—Furniture and household goods, also fine piano; make offer. Call EXposition 4151, ask for 306. After 5:00 p. m.

For Sale—Chev. Master 4-Door Sedan, late '35. Perfect condition; black; low mileage; price reasonable. Also late console range, \$35. and same as new Delco Radio, \$25. 208½ W. 59th Place.

For Sale—Ford V-8, 1932; perfect condition; new paint job. Station 291—after 6:00 call YO. 5798.

FOR SALE: 14 foot speed boat, 25 hp. Evinrude outboard motor and trailer \$165.00. See Herbert Rapp, Virgil Garage.

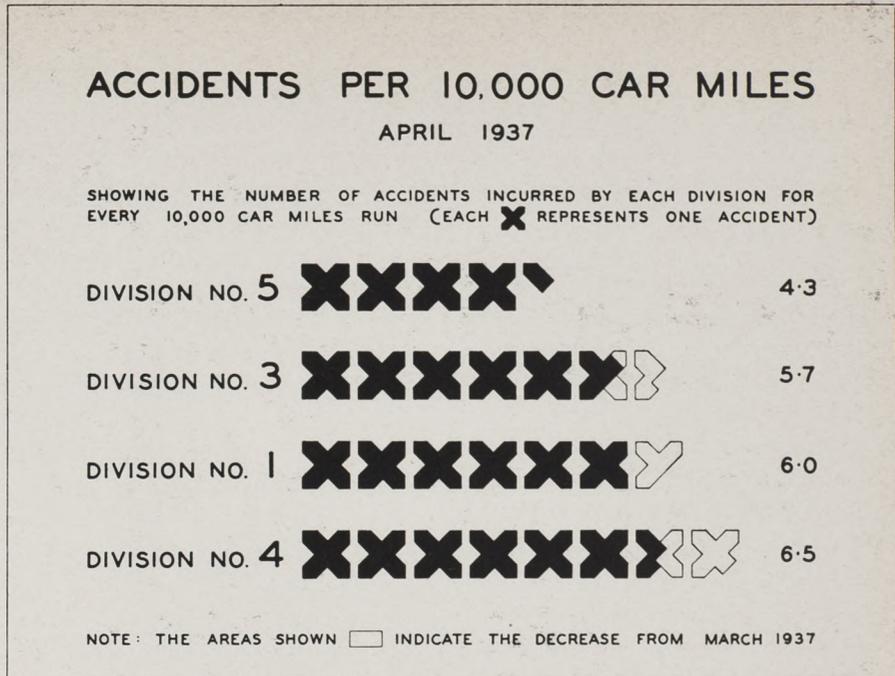
FOR SALE OR TRADE: 20 acres level ranch land one half mile from Newhall. Make an offer. J. B. Atchison, 1336 W. 41st Street, Wilshire Coach Operator.

YUCCAS BLOOMING

EDITOR'S NOTE: *Howard Jones, staff photographer and part-time desert nomad, blew into the office late this month full of trailer enthusiasm and news of a bumper Yucca crop in the Big Tujunga river bed which we're passing along as a suggestion for a short summer excursion.*

Before planning my last desert trip I visited the trailer show and was easily convinced that a trailer was just what I needed. But by the time I left the show my mind was so filled with sizes, prices, and what have you that I went home in a daze. I compromised the next morning by renting a Kaycraft Kampster. It has a double bed all made up and complete cooking equipment but weighs only 700 pounds.

About noon we started out over the Ridge Route and U. S. Highway 99 to Gorman and then up the old ridge about five miles to Quale Lake where we turned off and followed a paved road into the Antelope Valley which



—Research Department

we found carpeted with poppies and lupen.



Tujunga River Bed Yuccas

Camping that night in the Joshua forest, we enjoyed hotel accommodations in the heart of the desert.

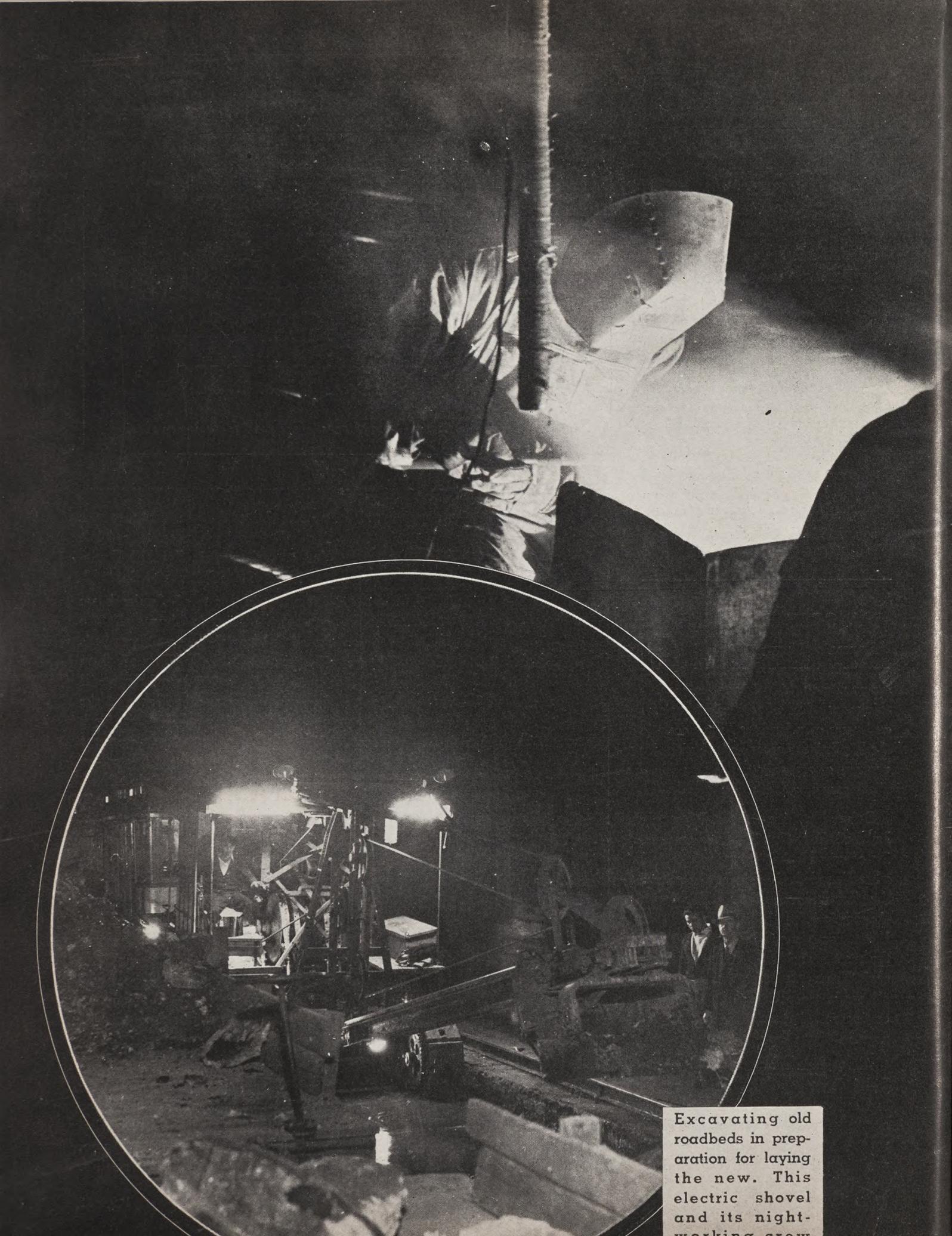
We arose at dawn next morning and after a hot breakfast, easily prepared in the trailer kitchen, we were ready for a busy day on the desert with the camera. The sky was full of big fleecy clouds which made it ideal for pictures.

On our homeward trip we decided

on the Mint Canyon route to the Newhall tunnel where we turned left and came home via Foothill Boulevard past Olive View and Sunland.

One mile west of Sunland we crossed the Tujunga River and there found California's largest Yucca beds just starting to bloom. They are from ten to twelve feet high and there will be over a thousand in bloom at the peak which will come the first week in June. They stretch south in the Tujunga River bed about five miles, extending to San Fernando Road. They are a gorgeous sight—the Lord's Candles, the Spanish call them—standing so majestically against the dark walls of the canyon. The late rains this year have made them exceptional and every one interested in California flowers should make a special effort to see them for they are found in very few other places. There is also a wonderful display of red and yellow Cacti in bloom among the Yuccas.

Take a pencil and jot down the location and date: the first two weeks of June in the Big Tujunga River bed. Take Foothill Boulevard to one mile west of Sunland or take San Fernando road turning north at Rosco, and follow that road about five miles.



Excavating old roadbeds in preparation for laying the new. This electric shovel and its night-working crew