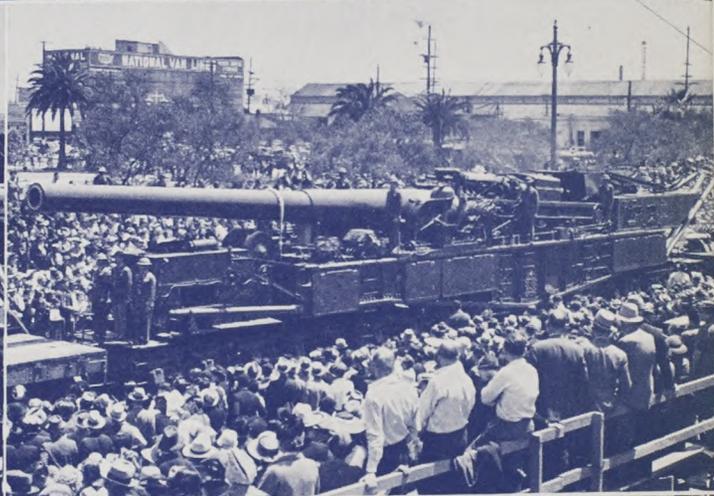
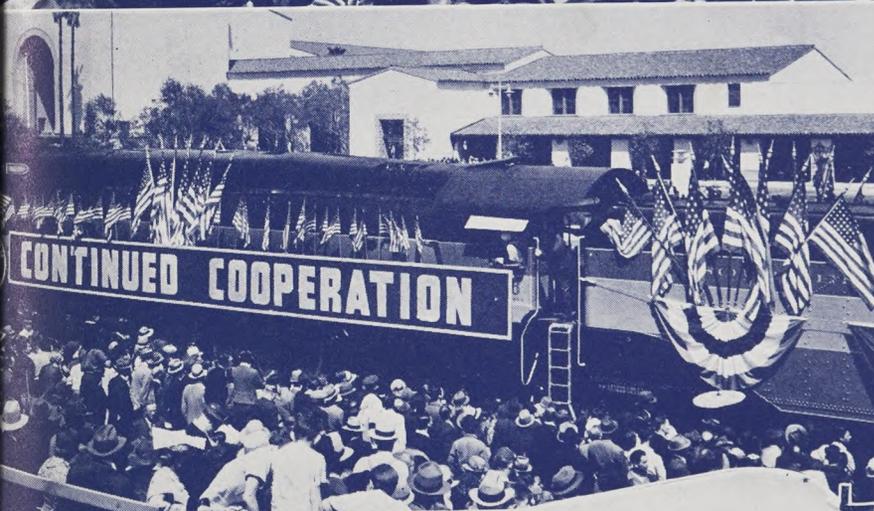


TWO BELLS



Gala Program Marks Opening of New Union Station

Top: Station With Old U. P. Train in Foreground. Center, Left: One of S. P.'s New Streamliners. Center, Right: Coast Defense Gun. Bottom One of Los Angeles' First Horse Cars.

TWO BELLS

DIVISION SCRIBES

R. C. RUGGLES, L. VOLNER, C. J. KNITTLE, FRED MASON, CHARLES H. HARDY, F. ARLEIGH FRAZIER, D. S. COBURN, F. F. ROBEY, L. F. SPARKS, WALTER WHITESIDE.

Published on the First of
Every Month for the Employees
by the Los Angeles Railway
FRANK C. LYDIARD, Editor

Staff Photographer
HOWARD L. JONES

Staff Artist
GUY GIFFORD

Address all communications to
editorial offices, 1060 S. Broad-
way, Los Angeles, Calif. Phone:
PR. 7211, Station 295 and 296.

VOLUME 20

MAY, 1939

NUMBER 4



DOUBLE PUNCHES

Delivered by MUELLER

... Moscow coaches are equipped with an automatic sign which reads "No Seats" and lights up automatically when coach is loaded to capacity.

... Streetlights near coach stops in Solingen, Germany, have been equipped with yellow glass so that they are easily recognized by passengers and drivers alike.

The first subway was constructed in London in 1853.

In 1852 a railroad track was laid on ice over the Susquehanna River and 10,000 tons of freight were carried over these tracks in the nine days of its existence.

No heavy trucks are to be seen in Moscow during the daytime. All heavy freight must be moved at night.

The London Passenger Transport Board has struck a blow at the disreputable queue breaker, the hefty hooligan who rushes to board a bus or trolleybus without waiting his turn. A new by-law makes it an offense for anyone to "attempt to enter a vehicle except in the order determined by his place in the line or queue"—and the fine is forty shillings. This regulation is enforceable at stopping places where more than six passengers are waiting, and at which there is a notice regarding queues. The innovation will be particularly welcomed by women and elderly people as well as by the public who in general dislike being jostled by the selfish interloper. After January 1, when the by-law comes into force, the ungentle art of "muscling-in" will presumably join the other lost arts of some Londoners. The motto of the Board is "Strong for Service." From the New Year the strong will be served on equal terms with the weak.—Transport World.

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VACATION CAMPS BECKON

Inexpensive Outings Offered by City's Mountain Lodges



Below: Lake Gregory, near Camp Seeley, in San Bernardino Mountains.



"WHERE shall we go for our vacation?"

Every year about this time that problem comes to the fore, causing an unestimated number of people to ponder ways and means of crowding the utmost in relaxation and recreational enjoyment into the precious time which is briefly but exclusively their own while "on vacation."

Southern Californians have been particularly favored by Nature with an almost limitless choice of natural playgrounds in the mountains or by the seashore, and for them it is only a matter of the right selection, providing, of course, the expense is no object.

But the expense is an object, decidedly so, for most people. And it is here that the low-cost non-profit system of vacation outings originated by the City of Los Angeles through its Playground and Recreation Department presents itself as a solution to the perplexing "Where to go" question.

The Recreation Department operates two fine recreation camps for public use, one of them, Camp Seeley, in the San Bernardino Mountains, the other, Camp High Sierra, in the High Sierras.

If your idea of a mountain camp conjures up a picture of a rough clearing in the trees with a few tent sites and outdoor fireplaces, it would not fit the description of these unique playgrounds.

Actually, Camp Seeley and Camp High Sierra are completely equipped mountain resorts, providing all the simple comforts and pleasures which you require to make your excursion into the out-of-doors enjoyable, and yet lacking in the formalities and "frills" which have a tendency to increase the cost.

Guests at these municipal mountain playgrounds are housed in rustically comfortable individual cab-

ins, each a snug little cottage amid the pines. The cabins are grouped in the forest around a central lodge, which is the recreation and social hall and hub around which camp life revolves. Meals are served family style in the long cool dining halls or outdoors under the trees. Outdoor sports facilities and game courts, and other camp equipment are scattered about the grounds.

Camp Seeley is situated in the western Rim O' the World region of the San Bernardino Mountains, 75 miles east of Los Angeles. On the cool north slope of the range and at an altitude of 4500 feet, this playground's location is further enhanced by its setting in the heart of a great forest of pines and fragrant cedars. Splendid all high-gear state highways bring the camp within two and one-half hours' drive from Los Angeles via San Bernardino and the Rim O' the World Highway.

Many Diversions

Life for Camp Seeley vacationists offers a multitude of pleasant diversions. In the mountain wonderland surrounding this playground are innumerable points of scenic interest and beauty, reached by hikers or horseback riders over leafy forest trails or by means of a network of auto roads. Ten miles to the east is Lake Arrowhead with its many attractions, and other famous resorts are also close by.

In the camp itself are a fine swimming pool, facilities for tennis, croquet, horseshoes, baseball, ping pong, and other sports. There is a playground for children, and organized activities help to keep the youngsters happily occupied in pursuits which add to their knowledge of woodcraft and help to build up their health and strength.

Opportunities for relaxation or for mountain recreation of your own choosing are numerous at Camp Seeley. Or, if you prefer, you may join in the many activities and program

features offered in the camp, such as hiking and horseback riding, nature study excursions, handcraft, swimming lessons and athletics and sports tournaments. In the evening the recreation lodge becomes the center for entertainment programs, informal singing, amateur theatricals, social dancing, and other group recreation. Gatherings outdoors under the stars and around a blazing log fire in the "pow-wow" center are a long-remembered experience.

8400 Foot Altitude

Similar in facilities and program, but in a far different setting is Los Angeles municipal Camp High Sierra. In the Mammoth Lakes Country, at an altitude of 8400 feet and 335 miles from Los Angeles, the city has placed this municipal camp so that the Sierra country might be enjoyed by all its families.

Nature in a lavish mood has given to this region many places of wonder, such as the famous Devil's Post Pile—set aside by the government as a national monument; the awe inspiring Earthquake Fault; and huge geysers that rival the best to be found in Yellowstone.

Like Camp Seeley, the city's High Sierra camp offers a wide variety of diversions, in and out of camp. Hiking and horseback jaunts lead to principal places of interest, and pack train trips offer ingress to the remote and beautiful hinterland. Organized camp activities provide many forms of recreational interest, and evening entertainment and social life center in the lodge building.

Good fellowship breaks down class barriers between municipal camp guests from every walk of life. At Camp Seeley and Camp High Sierra among the vacationists every summer may be found business and professional people, lawyers, doctors, teachers, mechanics, clerks, storekeepers, office workers, brokers, professors, writers, artists, or manufacturers — together with their families. Amid the friendly

mountains, artificial distinctions of social position have little meaning.

Vacation costs are very low, because campers are charged only the actual cost of their stay. American plan outings at Camp Seeley, including cabin and meals, are \$2.20 per day or \$14.00 per week, with children's rates scaling downward according to age. At Camp High Sierra, the American plan rate is \$2.75 per day or \$17.50 per week, with children less. Housekeeping cottages are also available at nominal rates at Camp Seeley.

This year, the Los Angeles city camps will be open to the public for summer outings from July 1 to September 4. Because the facilities at both camps are necessarily limited, reservations should be made in advance.

Information and registration offices are maintained at headquarters of the municipal Playground and Recreation Department in Room 305 Los Angeles City Hall, where full details and descriptive literature about Camps Seeley and High Sierra may be obtained.

DIVISION MEN VISIT SHOPS

A number of men from different divisions were guests at the South Park Shops on Sunday, April 23, where the group gathered in the instruction room with A. L. Davis acting as chairman. A brief address on the May 2 election was given by H. E. Jordan, Superintendent of Equipment. Frank H. Markley spoke about P.C.C. cars, illustrating his talk with slides. J. T. Watts gave a brief talk and welcomed the division men into the shops. After this part of the program, the group spent four and one-half hours visiting all departments in the shops where each foreman gave a special demonstration. Everyone felt the visit was very educational and worth while.



On taking office as our President on May 1, P. B. Harris, as demonstrated above, found himself inundated with hundreds of floral gifts and messages of well-wishes from a host of friends and associates.

VISITING LARY VETS AND CLUBS

VETS CLUB

By E. J. ROCHE
Publicity Chairman

The May meeting, held in Patriotic Hall on the 9th, was well attended despite the fact that LARY business prevented many new members being present.

Comrade "Jack" Carlin was appointed chairman of a committee to confer with and to assist the Auxiliary in its contemplated Constitution and By-Laws changes.

At the conclusion of their meetings, the members of the Club and

of its Auxiliary adjourned to the dining room to celebrate the birthdays of Lillian Carlin, Jack Carlin, Dick Hoyle, Ruby Lynn, Betty Roche, L. E. Sausser, Glenn Tolle, Esther Williams, Marjorie Wilson and Tommy Wilson. Each received a birthday card and a little present.

Light refreshments were served by the Auxiliary's capable refreshment committee.

Charming Irene Burgoon, president of the County Council of the American Legion Auxiliary, was a distinguished and popular guest.

Comrade Staten was the lucky

boy who won the "mystery package."

Irene Burgoon won the door prize. Irene should be called "Lucky Lady" because in March she won our door prize!

Sister Gladys Taylor deserves special thanks for the charming table favors made by her artistic fingers.

All present had such a pleasant evening that it was most reluctantly "Good night, until next meeting."

The June meeting, to be held in Patriotic Hall on the 13th, will be conducted by the Order of the

Sword. Grand Master H. F. Nelson says there is a large class to be initiated and there will be "a hot time in the old town that night." Some members say "watch Frei" fry on the hot sands of the desert!

VETS' AUXILIARY

By ELLA M. HOYLE
Secretary

The regular meeting of the auxiliary was held May 9 at Patriotic Hall, with a grand attendance.

We were favored with a return visit from Mrs. Irene Burgoon, who gave an interesting talk on the various programs which the American Legion carry on throughout the year. A new member was welcomed to the auxiliary, and we were glad to see most of the members who had been on the sick list back with us again.

When we adjourned we joined the men in the dining room for delicious refreshments. The table looked lovely with miniature May baskets, cards and gifts for the many birthdays celebrated.

Our next meeting will be held on June 13, same place, at 8:30 P.M. Let's keep up the good attendance.

AMERICAN LEGION AUXILIARY

By MARIE MANNING
Publicity Chairman

Tuesday May 16 a joint meeting with the Post was held. Commander Brehm opened with regular ceremonies and turned the gavel over to the Unit President, Mrs. Emma Marques, who had arranged the program for the evening. This being our nearest meeting to Mothers Day it was dedicated to the Mothers.

After the program the ladies adjourned to the dining room and prepared refreshments while the Post had a short business session, after which they joined us.

June will be a busy month as that is when we prepare for election of new officers. There will also be school awards made at Berendo Junior High School the last of June. Let's have a good turnout for this semester event as it gets bigger and better each year.

The next meeting of the Unit will be held Tuesday, June 6, and we hope to see all members there. Bring along someone who is eligible to join.

If you are planning to attend the races at Hollywood Park on June 14 which is American Legion Day, buy your tickets from a member of the Post or Unit. The proceeds go to the Service Department and for a worthy cause.

RETIRED EMPLOYEES



By D. L. GRACC
Secretary

At the regular meeting of the Los Angeles Retired Men's Association of March 21, the Navy Department, under the supervision of Mr. George W. Stiverson, Chief Yeoman, gave moving pictures of "Modern Man O' Warsmen" and "The Gateway to the Pacific, via Neptune's Realm." These pictures were educational and very much enjoyed. Americans should be very proud of their navy, and all that it means to our country.

At the meeting of the Los Angeles Railway Retired Men's Association, Room 309, Los Angeles Railway Building, May 16, an excellent program was presented.

A twenty minute address by Mr. McClellan Reed, noted humorist, philosopher, traveler, and retired banker of Pasadena and Hollywood was well received.

Vocal selections were given by

Mrs. Marguerite Johnston of the Sunday Morning Breakfast Club, accompanied by Mrs. Ina Dale, pianist of the Sunday Morning Breakfast Club.

Further songs by Gloria Betty Butler, mezzo-lyric, aged seventeen, and Carol Cady Wright, aged thirteen, were heard. They were accompanied by Mrs. Frances Grant Colberg, who is a composer and a teacher of voice, violin and piano. These young ladies show remarkable talent, and sang like finished artists.

There was community singing in which the men all joined heartily. It was the best program of the kind ever enjoyed by the Association.

SQUARE AND COMPASS

By BILL LANE

On Saturday evening, April 15, the regular monthly meeting was held at the Golden State Cafeteria. An excellent turkey dinner was served and the meeting was well attended.

We were very glad to see so many of our "old timers" out again; it was a pleasure to see Charlie Clark, Ray Kiddoo, "Billy" Yandell and many others, who, for some reason or another, had not been with us for some time. Leon Bean, one of the twins, just couldn't hang on to a tray, he never can, we don't see why he doesn't let the girls handle them. Jerry Coxe had as his guest Philip KlingelSmith, that little fellow from the Electrical Power Department. Past President Wm. Mark Morgan, Les Sparks and Walter Whiteside also enjoyed themselves very much but to date we have been unable to determine how or where.

We were entertained by some wonderful pictures in color presented by Brother Howard Jones, and they were certainly enjoyed very much. Thanks again, Howard.

We received an invitation to visit Gardens Lodge, on Wednesday evening, May 31st, at 7:30 p.m. to assist

in conferring the third degree on Brother John L. Cox of the Way & Structures Dept.

Our next meeting will be held at the same location, under date of June 10, 1939.

We ask the brothers to keep these dates in mind and to attend all meetings when possible.

WOMEN'S CLUB

By MRS. C. A. SIMS

At our regular meeting on May 4, Miss Avis Lobdell, special representative of the President of the Union Pacific and head of the travel bureau, gave an extremely interesting talk on travel.

Little Miss Adair Jones, accompanied by her mother at the piano, danced and entertained.

Following the meeting, refreshments were served by Mrs. A. P. Rucker, Mrs. L. T. Thuney and their committee.

On May 18, the official end of the regular Club year, annual reports were given by the various officers and chairmen of committees at the second regular meeting of the month of the Club.

Mrs. J. W. Ray and Mrs. W. C. Skinnell were receptionists for the afternoon, greeting the members and guests as they arrived.

Mrs. E. W. Fuller, President of the Pacific Electric Woman's Club and her officers were special guests.

Both Mrs. J. D. Shumway and the Club quartette entertained with a group of lovely songs.

The following officers, elected at the previous meeting, were installed by Mrs. C. A. Evans, Mrs. H. H. Jackson and Mrs. E. W. Watson:

Mrs. Paul Brown, President; Mrs. L. B. Meeks, First Vice President; Mrs. S. T. Brown, Second Vice President; Mrs. Carl Larsen, Third Vice President; Mrs. W. G. Clardy, Treasurer; Mrs. J. T. Watts, Recording Secretary; Mrs. L. F. Robinson, Corresponding Secretary. Mrs. J. W. Inman, Jr., Mrs. Loren Coe, Mrs.



NEW OFFICERS ELECTED FOR WOMEN'S CLUB

Front Row, left to right: Mrs. L. F. Robinson, Mrs. L. B. Meek, Mrs. Paul Brown, Mrs. J. T. Watts, Mrs. W. G. Clardy.
Back Row, left to right: Mrs. J. W. Inman, Mrs. A. P. Rucker, Mrs. L. C. Coe, Mrs. Carl Larson, Mrs. S. T. Brown, Mrs. E. V. Athenous.

A. P. Rucker and Mrs. E. V. Athenous as Board of Members.

The installation was impressive by its simplicity and symbol of friendship.

The Club rooms were beautifully decorated with garden flowers. Ivy was entwined across the front of the stage, large baskets of daisies adorned each side of the steps and stage. A huge basket of long stemmed delphinium, a gift from Miss Emma Quigley, was in the center of the stage, making a lovely background for Mrs. Paul Brown as she stood, surrounded by the circular grouped officers.

The Club, in appreciation of Mrs. Paul Brown's untiring services, accomplishments and capable leadership, presented her a floor lamp.

Following the installation, refreshments were served by Mrs. R. C. Hoyle, Mrs. L. E. Sausser, Mrs. F. O. Rowbottom, Mrs. E. A. Ely and Mrs. J. W. Ray.

Mrs. E. W. Watson as chairman of the Ways and Means Committee

entertained members and guests May 11, with a delicious luncheon and card party. Mrs. R. C. Ruggles was awarded first prize in bunco; Mrs. A. B. Williams in five hundred; and Mrs. C. S. Wise in bridge.

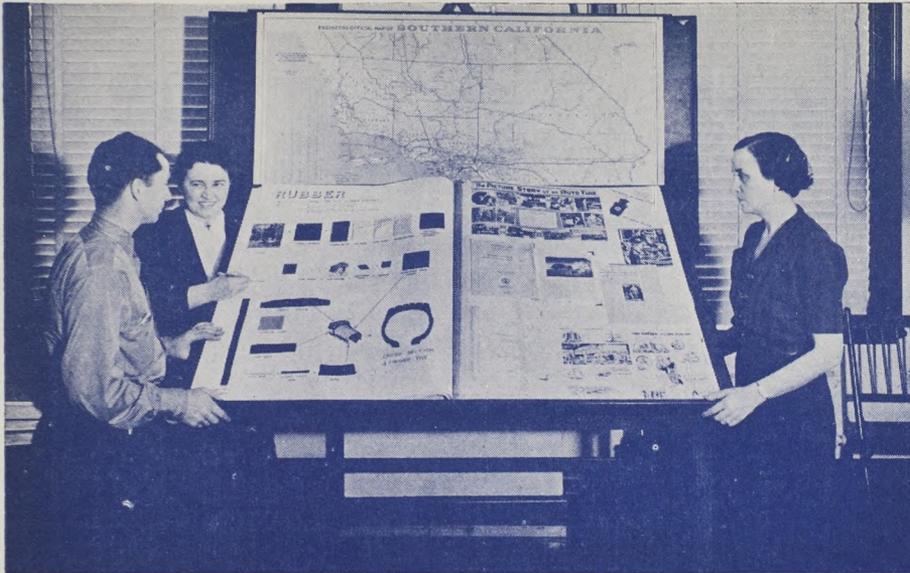
A card party for members, husbands and guests is planned for Saturday night, June 10.

Regular Club meetings will be held during June on the 1st and 15th of the month.

TEN MILLION VS. FORTY

Ten million men
Went forth to fight,
When forty Statesmen
Called it right.
They fought and died
Ten million strong,
To prove the forty
Statesmen wrong.
Had statesmen fought
And died instead,
Their lie had cost
But forty dead.

—The Messenger.



Emma Quigley, Librarian, (left) shows giant book containing exhibits of the various industries which took part in recent programs of the Special Libraries Association of which she is Vice-President and Program Chairman. Margaret Phelps, Assistant Librarian (right), planned the book's arrangement.

NEW BOOKS IN THE LIBRARY

April, 1939
PUBLIC UTILITY REGULATION
THE ANNALS. American Academy of Political & Social Science. January 1939. A study of ownership and regulation of public utilities including transportation utilities.

TRAFFIC
INSTITUTE OF TRAFFIC ENGINEERS Proceedings. 1938.

RAILROADS
A REVIEW OF RAILWAY OPERATIONS IN 1938. Figures revised to March, 1939.

FINANCE
RECONSTRUCTION FINANCE CORPORATION. Seven Year Report to The President and The Congress. Summary of RFC activities since its organization. 1939.

SAFETY
SEVEN ROADS TO SAFETY. Hoffman. 1939. The author is the President of the Automotive Safety Foundation. He gives a seven point program of safety. Developments are described in the fields of legislation, traffic enforcement, highway engineering, safety education, technical personal training and research.

SAFETY EDUCATION. 1939. A list of 1000 articles, pamphlets and books on safety published during 1936, 1937, and 1938.

P. C. C. CARS
AMERICAN TRANSIT ASSOCIATION. List of References to Articles on P.C.C. Cars. April, 1939.

DIESEL
TROUBLE CHART. A comprehensive summary of the common derangements that interfere with efficient operation of all types of direct injection four-cycle compression motors. 1939.

EMPLOYES
DIETS OF FAMILIES OF WAGE EARNERS IN CITIES. 1939. An analysis of the content, cost, and nutritive adequacy of diets of families of employed wage earners.

DIRECTORIES
DIRECTORY OF ASSOCIATIONS AND TRADE ORGANIZATIONS IN Los Angeles. 1939. Compiled by L. A. Chamber of Commerce.

ELECTRICAL
WHEN YOU CAN MEASURE. 1939. A story of General Electric measuring instruments.

FLOOD CONTROL
FLOOD CONTROL IN THE LOS ANGELES COUNTY DRAINAGE AREA. 1938. Description of watershed, climatic conditions, and general plan for flood control. Well illustrated with maps.

HISTORY
PAGEANT OF THE STATES. 1939. Thumb nail sketches of the attainments of the 48 states; and maps illustrating natural resources, industries and population. Official souvenir booklet of the New York Fair.

MAGAZINES & MAGAZINE ARTICLES
CONSUMERS' GUIDE. A monthly publication devoted to consumer interests; instalment Buying, farm subsidies, the relative value of popular products, etc.

SUPERVISION. A magazine of industrial relations and foremanship.

ARTICLES POSTER. A list of ten of the best magazine articles appearing for the current month in the leading magazines throughout the country. Selected by a national board.

MASS TRANSPORTATION. A series of articles showing how mass transportation is handled in our large cities. 1939. Fifth of the series covers mass transportation in Los Angeles and Hollywood.

THE TRADING POST

FOR SALE—Rabbits, eating and breeding.—H. F. Cass, 1439 W. 85 Street.

FOR SALE—Washburn tenor banjo. One dining room set, chairs upholstered.—R. C. Rager, Division 5, Operating.

FOR SALE—Crib in perfect condition, 54-inch size, also high chair and nursery chair.—Call CApitol 14866.

FOR SALE—Goose eggs, goslings, baby turkeys, ducks, chicks, bantams, also a few singing canaries. We are prepared to do custom hatching.—O. P. Armstrong, Division 5, Mechanical. House: 13501 Yukon Avenue, Hawthorne.

FOR SALE—Bowling or boxing shoes, size 8, practically new; 1 22" clear circular glass; 1 Schrader tire gauge

in case; 1 Spaulding tennis racket press, 1 or 2 rackets; 1 Whitley exerciser, practically new; 1 11" or 12" yellow pottery vases; 1 8-gallon open earthenware crock; 1 Climax bottle capper.—Call D. Shaeffer, Station 357.

WILL TRADE—Fine electric train set, original cost \$65.00, for young horse or pony.—Joe Crawford, 16th Street Garage.

FOR SALE—General Electric auto radio, A-1 shape. New cone, new tubes. \$10.00 cash—\$12.00 on time. \$3.75 running board aerial free.—J. E. Davis, Division 1, Operating.

FOR SALE—Child's streamlined automobile, nearly new, cost \$23.00, also complete outfit of boy's cowboy dress consisting of leather chapes, belt with

2 guns, spurs, shirt, and hat. Reasonable. Call at 3532 Beswick St. or Room 704, main building.

LOST—A red and blue Indian blanket, south grandstand at Vernon Yards ball park, Friday night, May 19, 1939. Please return to D. A. Overturf, Division 4, Mechanical.

FOR RENT—Cozy furnished four-room cottage at Surfside, a private beach colony, seven miles south of Long Beach on the Coast Highway. Served by Newport-Balboa Pacific Electric cars. Cottage newly decorated inside and out. Accommodates three couples. Gas, lights, and water paid. \$20 per week or \$75 per month. C. J. Knittle, Division 4.

SUCCESSING ON THE JOB

WHAT it takes to succeed in a job on the Los Angeles Times is not much different than that of any other job. It requires those working elements which are properly expected of an employe of any company: punctuality, interest in the job, good quality of work, loyalty, ability to follow instructions, and honesty.

Few, if any, written rules and regulations have ever been laid down by The Times. This has come about largely because all Times employes are carefully selected, properly placed, and every effort made to maintain happy and satisfactory working conditions. That there are infrequent infractions of rules which might be written is indicative that employes apparently appreciate that they are not held down by a multitude of regulations.

Cooperation Expected

There are some things which must be expected, particularly, from newspaper employes; principally, cooperation, accuracy and service. When The Times published its statement of personnel and employe relations policy a few years ago, there was included this significant statement:

"We want employes to be interested and happy in their work and we want the business conducted in a manner which will insure a pleasant and friendly spirit. We believe that the policies outlined will help accomplish this and that they also will

foster and maintain the fine spirit of loyalty and cooperation which has characterized all relations between the employes and the management, Times for many years. The policies are of vital interest to both employes and the management, and suggestions from the employes as to how the program

Continuing a Series of Interviews with Leaders in Local Industries We Present a Few Comments on the Subject from the LOS ANGELES TIMES.

can be improved or made more helpful and effective will be welcomed and given careful consideration."

Time Vital Factor

It can be seen that the importance of cooperation is recognized at the outset by The Times; so the basis for cooperation starts in the initial relationship of an employe with the company and should engender further cooperation among all employes throughout the company.

Cooperation is a matter of special importance in a newspaper, as it is in any company where time is a definite, and often controlling, factor. Seven days of every week the efforts of most of the employes must be so timed and so coordinated that each night a complete newspaper will appear, representing the results of these united cooperative efforts. The degree of cooperation and the factor of time are most important in certain departments, such as Editorial, Circulation, Advertising and Mechanical; but to a relative degree apply to every department of a newspaper.

Accuracy Essential

Of parallel, if not of greater, importance is the matter of accuracy. Painstaking care in the assembling and accurate presentation of the daily news of Los Angeles and the world is a matter to which constant attention is given. Comparable accuracy is imperative in the handling of advertisements and of news by the composing room so that misspelled words and other errors may be avoided.

Alertness Important

Another thing expected of a newspaper employe is alertness. This is an essential part of the make-up of any successful newspaper employe, whether he be in the Editorial department or in any of the other departments.

Service Stressed

Service—courteous, obliging, speedy—is expected of all those who have reason to serve the public. The contributions that employes may make to good will, from a service standpoint, are so important that this phase of employment cannot be underestimated. Service, to The Times, extends from the extreme where copies of The Times were delivered by rowboat during the flood a year or so ago to the other extreme of a simple courteous direction to a visitor seeking some office in The Times Building.

* * * * *

"Now, sir," said the counsel to the witness, "did you, or did you not, on the date in question, or at any time, previously or subsequently say or even intimate to the defendant or anyone else, whether friend or mere acquaintance, or in fact a stranger, that the statement imputed to you, whether just or unjust, and denied by the plaintiff, was a matter of no moment or otherwise? Answer—did you or did you not?"

"Did I or did I not what?" asked the witness weakly.

Bride: "Did I look nervous during the ceremony?"

Bridesmaid: "No darling — not after Jack said, 'I do'."

Softball Opening Attracts Crowds

By CHAS. H. HARDY

THE Los Angeles Railway Softball League officially opened its softball season at Vernon Yard on the evening of May 19. A large crowd filled the stands. W. T. Reynolds presided as Master of Ceremonies with E. E. Kenway announcing over the loud speaker system. H. E. Jordan started the ball rolling by pitching to Bud Eaton, striking him out with three straight pitches. C. E. Morgan was catcher.

The five teams were paired off for three exhibition games. The Garage team substituted in the last game for the Division 4 team that could not show up. The first game was Electricians vs. Garage. The Garage boys, winners of last season's schedule, appeared in smart new uniforms and set the style with their pants and socks. The Electricians were nosed out by the Garage with a score of 2 to 0 despite the fact that they were greatly strengthened with players from the Garage and had Nels Lane's superb pitching. A home run by Lockridge was another high light of the game.

The Car Cleaners then took South Park with a score of 6 to 3.

The Coach Division team played the Garage boys substituting for Division 4. A home run by Lockridge and choice fielding by Gourney Turner turned the game over to the Garage with a score of 6-3.

A large President's trophy has been donated by Mr. P. B. Harris which will be given permanently to the team winning it three consecutive years. Another fine trophy was donated by the W. A. Goodman & Sons Sporting Goods Store as a second prize for the season. Mr. F. W. McDonald of General Motors has also donated trophies to be given to the leading batters on the Garage team.



Present at Softball Premiere were, left to right: H. E. Jordan, C. E. Morgan, B. H. Eaton and W. T. Reynolds. Seems to be a little dissension!

1939 SOFTBALL SCHEDULE

1st Half

DATE	HOME TEAM	OPPONENT
May 23	Division No. 4	vs. Coach
May 25	Coach Cleaners	vs. South Park Shops
May 26	Garage	vs. Electricians
May 31	Electricians	vs. Division No. 4
June 1	Garage	vs. Coach Cleaners
June 2	South Park Shops	vs. Coach
June 5	Coach Cleaners	vs. Coach
June 6	Electricians	vs. South Park Shops
June 8	Garage	vs. Division No. 4
June 13	Electricians	vs. Coach Cleaners
June 15	Garage	vs. Coach
June 16	South Park Shops	vs. Division No. 4
June 20	Coach Cleaners	vs. Division No. 4
June 22	Garage	vs. South Park Shops
June 23	Electricians	vs. Coach

2nd Half

June 26	Coach	vs. Division No. 4
June 27	South Park Shops	vs. Coach Cleaners
June 29	Electricians	vs. Garage
July 11	Division No. 4	vs. Electricians
July 13	Coach Cleaners	vs. Garage
July 14	Coach	vs. South Park Shops
July 18	Coach	vs. Coach Cleaners
July 20	South Park Shops	vs. Electricians
July 21	Division No. 4	vs. Garage
July 25	Coach Cleaners	vs. Electricians
July 27	Coach	vs. Garage
July 28	Division No. 4	vs. South Park Shops
August 1	Division No. 4	vs. Coach Cleaners
August 3	South Park Shops	vs. Garage
August 4	Coach	vs. Electricians

Baseball Players Mark Time

By C. J. KNITTLE

LARY Baseball started off with a bang April 23. In the second Sunday of the season South Park Shops team walloped the powerful Division Three team 9 to 5. The following Sunday Vernon Yard, last season's champions, took a beating from the "embattled" Shops, impressing us that these lads will be the Who's Who in Lary Baseball this season with a fair chance of winning the championship.

The new Coach team, which is made up of players from Virgil Coach and 16th Street Coach, apparently got off to a bad start, los-

ing their first two games. The other four teams of the League divided honors with their opponents, winning one game and losing the other.

Unfortunately, owing to the results of the May 2 municipal election, the change of service from one-man to two-man operation has made it necessary for scores of trainman-ballplayers to work Sundays. Consequently the League was forced to postpone all games scheduled for May 14, 21 and 28. It is hoped playing may be resumed June 4.

The scores of recent games and standings follow:

MAY 7

At 11:00 A.M.:		R	H	E
South Park Shops.....	102	030	010	7 10 5
Vernon Yard	200	000	000	2 7 3

Batteries: Means and Farmer; Peralta, Joe Saiza and Quihuis. Umpires: Happ and Beck.

At 2:00 P.M.:		R	H	E
Coach	011	501	060	14 16 6
Division 4	203	214	12x	15 15 7

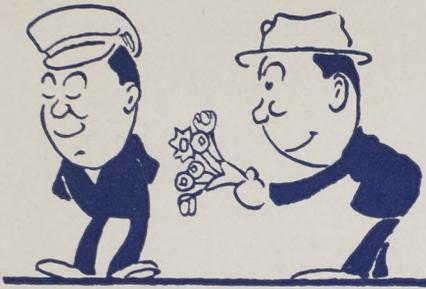
Batteries: Smith, Murray and Wren; Vance, Curry and Stevers. Umpires: Happ and Beck.

LEAGUE STANDINGS

	W	L	Pct.
South Park Shops...	2	0	1.000
Vernon Yard	1	1	.500
Division Three	1	1	.500
Division Four	1	1	.500
Division Five	1	1	.500
Coach	0	2	.000

LARY REVENUE FOR MARCH OPERATING RESULTS, MARCH, 1939 vs. MARCH, 1938

	1939	1938	1939 Increase "+" Decrease "-" Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,040,476	\$1,038,569	+\$1,907
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	889,683	951,108	—61,425
TAXES (Amount necessary to pay Federal, State, and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	78,255	80,183	—1,928
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	70,878	70,956	—78
Total Expenses	\$1,038,816	\$1,102,247	—\$63,431
Leaves Net Profit or Loss	+1,660	—63,678	+65,338



PATRONS'

"DESERVING PERSON" . . .

"I am a frequent passenger on the Sunset line of your busses and I wish to call to your attention a conductor No. 507 (*W. R. Beatty*) whom I have found to be a kindly, courteous gentleman at all times considerate of the welfare and comfort of his passengers and adds much to the popularity of your lines. I wish that there were more like him. I feel that he will merit any advancement in the future of your company. This testimony is entirely unsolicited and is only a compliment to a deserving person."

MARY E. ODEN,
1182 Sunset Hills Road,
Beverly Hills.

NO. 282—TAKE A BOW . . .

"I wish to call to your very especial attention to the man who operates an 'R' car and whose cap bears the number 282 (*C. C. Crowe, Div. 1*).

"This morning on 7th Street, near Figueroa, at about 10:55, this man did an act of consideration which marks him as one of America's finest gentlemen.

"On his car was a sadly bedraggled, unkempt woman, tottery and using a cane. When she was about to leave the car this man, 282, carefully helped her off, walked across the street with her, protecting her from traffic and saw her safely on the opposite sidewalk. No woman, whatever her station in life, could have had more gentle consideration.

"Later when a passenger spoke to 282, commending his act, he quietly replied, 'That was nothing, anyone would have done it.'

"May God give these United States more such men."

JENNIE HADLEY,
693 Shatto Place, Los Angeles.

"APPRECIATIVE PATRON"

"May I say a word of commendation about one of your employes, conductor No. 2344 (*W. L. Simpson, Div. 5*).

"I observed him assist an old, lame woman from his car in a most thoughtful and intelligent manner, and on another occasion when a young woman, loaded with parcels and attempting to guide a very young child through a crowded aisle toward the exit, this conductor took the baby into his charge and after the woman had alighted from the car, handed her child to her. These services were performed by your employe in a quiet, respectful manner which made his acts the more outstanding.

"In this day and age when most people have little to say about Public Service Corporations unless they have a complaint to offer, it seems to me proper that these two incidents be called to your attention. While conductor 2344 does not know the writer nor does he know of this letter it would be appreciated by me if he could be informed that among the throngs who ride the "U" car there is one passenger who appreciates it very much when a Public Service Employee is kind, thoughtful and considerate of the public."

C. R. RAYMOND,
4189 Arlington Ave., Los Angeles.

"PROFICIENT" . . .

"I noticed this conductor today (*E. P. Brule, Wilshire*). He is very, very careful about passengers not falling when they get out of the bus, helps the women down so they don't fall, places his arms across the exit so they can't step off while the bus is moving, calls the streets clearly. He called the street name for a lady and she didn't hear him so he went in the bus and told her about it."

MRS. AMY HALLER,
1636 S. Fairfax, Los Angeles.

HUMAN INTEREST SHOWN . . .

"Would like to report an act of kindness on behalf of one of your employes, No. 2665. (*E. A. Warren, Div. 4*). Sunday P.M. about 3:30 at Pico and Magnolia a very old and extremely feeble lady tried to alight from the car, No. 3044. The motorman left his car, carefully helped the lady off the car and safely to the curb, after which he ran back to his duty and with a smile and a wave of his hand, went cheerfully on his way. I was not a passenger on the car, but was driving my own automobile. I had to wait at the crossing, which was indeed a pleasure. I too have a very elderly mother."

MRS. R. W. EMMERT,
2206 W. 76th St., Los Angeles.

HANDLES SITUATION TACTFULLY . . .

"Tonight between 4:30 and 5 p.m., I was on a Beverly bus and overheard a conversation between your driver (*H. H. Little, Beverly*) and a passenger, and because of the courteous treatment which this driver extended a very unjust man, I make this report in his behalf.

"This driver asked this man to throw a lighted cigarette out the door, which he refused, again he asked him and he said he wasn't smoking it; the driver reminded him that it was against the rules of the Company and that the smoke was offensive to other passengers, still he refused. Then the driver said, 'I'll give you a good one if you throw that one out' in a very courteous manner. At that the man threw it out and took paper and pencil from his pocket and asked for the driver's number. In appreciation of the superior type of men you employ to man your busses, I feel the least we, the passengers, can do is to come to their defense in a case like this."

MRS. HERTZ,
919 S. Manhattan Pl., Los Angeles.

PLAUDITS



DOES A FINE JOB . . .

"I have been a regular passenger on L. A. Electric cars since their inception into our city. Far be it from me to take issue with the conduct of your employes. Taken en masse would say that they give as much or more consideration to the public patron than one would expect.

"However, your conductor 363 (*J. L. Dunson, Div. 5*) on "U" car line routed out 39th Street, etc., in my humble opinion is outstanding. He is extremely courteous to *all* patrons, obeys company rules as to operation, and above all else, seems to accept the pursuance of his duty as a pleasure.

"I apologize if I have intruded on a busy man."

Mrs. H. E. HUSTON,
2384 Portland St., Los Angeles.

"P.S.—My only reason for the above is my sincere interest in the welfare of struggling humanity. Thank you!"

From Our Mail Sack Also Come Letters of Commenda- tion for . . .

Trainmen

L. M. Coe, Div. 5
D. S. Samuels, Div. 3
W. T. Milligan, Div. 5
I. Gasparro, Div. 3
T. W. Reed, Div. 5
M. M. Wallace, Div. 3
J. A. Hurzeler, Div. 4
T. A. Brewer, Div. 1
G. L. Stoddard, Div. 1
F. Johnston, Div. 1
G. C. Hanson, Div. 1
R. D. Murphy, Div. 1
V. E. Scott, Div. 1
J. L. Williams, Div. 1
H. F. Keiser, Div. 1
H. O'Neill, Div. 1
C. E. Kelley, Div. 1
T. W. Spurgeon, Div. 1
H. Van Doorne, Div. 1
H. Buckman, Div. 1
E. T. Smith, Div. 1
R. A. Knudson, Div. 1

W. E. Schoenbaum, Div. 1
E. E. Sanders, Div. 1
J. E. Crawford, Div. 1
T. W. Rasmussen, Div. 1
J. A. Gollither, Div. 1
C. J. Clark, Div. 1
P. Wankier, Jr., Div. 3
S. F. Early, Div. 4
T. W. Muller, Div. 4
J. M. Wayne, Div. 4
C. O. Mitchell, Div. 4
J. W. Hanchey, Div. 4
D. L. Lowen, Div. 4
I. L. Mattern, Div. 4
W. R. Gohn, Div. 5
G. E. Lowe, Div. 5
F. H. Duncan, Div. 5
J. A. Wear, Div. 5
J. L. Morris, Div. 4
T. R. Latham, Div. 4
L. F. Robinson, Div. 4
W. H. Welch, Div. 4
E. R. Rath, Div. 1
L. E. Adkins, Div. 1
H. Tann, Div. 3
E. L. Finley, Div. 4
R. R. Cole, Div. 1
C. W. Aen, Div. 3
E. L. Jandro, Div. 3
W. Leffingwell, Div. 5
C. R. Huddleston, Div. 3
X. Bryan, Div. 5
M. L. White, Div. 3
R. Williamson, Div. 1
J. P. Lipscomb, Div. 4
G. Laird, Div. 5
W. P. Perry, Div. 3
C. F. Fitzgerald, Div. 5
L. H. Elliott, Div. 4
E. A. Crockard, Div. 3
E. E. Fogle, Div. 3
A. E. Seyers, Div. 4
E. J. Barney, Div. 5
R. H. T. Liles, Div. 5
H. T. Gollar, Div. 4
L. F. Robinson, Div. 4
R. Q. Stanford, Div. 4
P. S. Brezniak, Div. 1
C. D. Waldrop, Div. 5
W. E. Gillibrand, Div. 3
L. L. Gere, Div. 3
D. V. Adams, Div. 5
L. C. Mundall, Div. 4
D. J. Thomson, Div. 3

D. I. Robison, Div. 4
V. E. Munyer, Div. 5
J. O. Huffman, Div. 1
G. N. Chapin, Div. 1
L. P. Helms, Div. 4
C. H. Sorkness, Div. 1
F. W. Lockett, Div. 4
R. G. Monahan, Div. 3
F. M. Newell, Div. 3
T. O. Knoff, Div. 1
J. J. Olexo, Div. 3
E. F. Mills, Div. 4
S. Goldy, Div. 4
H. Pierre, Div. 3
F. O. Hebert, Div. 3
J. A. Whittaker, Div. 5
H. L. Kline, Div. 3
E. A. Burgess, Div. 4
W. Spaulding, Div. 3

Operators

O. R. Jordan, Sunset
W. C. Stange, Wilshire
B. C. Elworthy, Soto
C. E. Lidamore, Western
F. W. Stange, Avenue 50
W. P. Farrell, Highland Park
C. E. Studer, Highland Park
E. F. Morgan, Wilshire
H. R. Steyer, E. 9th St.-Whittier Blvd.
C. H. Martin, Western
W. S. Knight, Beverly
G. D. Bronson, Wilshire
E. F. Flanders, Wilshire
C. S. Rowland, Wilshire
H. R. Teegardin, Wilshire
A. T. Biederman, Alvarado
C. F. Kenley, Sunset
V. M. Cowen, Inglewood
H. F. Anderson, Highland Park
R. Perlman, Normandie
J. C. Dayen, Sunset
C. S. Wise, Wilshire
W. S. Goodale, Vermont Avenue
T. F. Richter, Wilshire
R. W. Johnson, Florence-Soto
G. C. Gilliland, Sunset
W. E. Cramer, Sunset
C. E. Grace, Figueroa
J. E. Kresge, E. 9th St.-Whittier
W. R. White, Sunset
F. A. Plehn, Western
E. P. Dodd, Western
H. A. Walters, Wilshire

PERSONNEL NEWS...

By R. A. PIERSON
Superintendent of Personnel

During the month of April, 1939 there were 18 employes confined to the hospital, which represents 158 hospital days. The cost of the hospital service was \$927.00.

Regret to report the death of three employes and one former employe who was covered under the extended death benefit clause of our group policy. The three employes were covered under our regular group policy. Regret to report the deaths of the wives of three employes. Two of the employes were members of the Wives' Death Benefit Fund Plan.

During the month of April there were 207 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

PENSION ROLL

Grant Clear, Inspector, Instruction Department, was placed on the Pension Roll, effective March 7, 1939. Mr. Clear was employed as Conductor, Division 2, November 1, 1906, appointed Instructor, October 1, 1920, returned to train service as Conductor, October 22, 1921, appointed Instructor, September 28, 1928, appointed Inspector, June 16, 1937. His present address is 123 East 51st Street, Los Angeles, California.

* * *

Elbert Allen Ricketts, Flagman, Transportation Department, was placed on the Pension Roll, effective April 1, 1939. Mr. Ricketts was employed as Motorman, Division 4, June 8, 1903, appointed Flagman June 26, 1925. His present address is 3005 Seventh Avenue, Los Angeles, California.



BEST WISHES TO:

Motorman B. G. Ruiz (Division 1) married to Miss Rhoda Marie Hoffmeister on April 22.

Electrical Mechanic Edward J. Gregory (Electrical Construction Department) married to Betty L. Branson on April 29.

Conductor R. R. Ferguson (Division 5) married to Miss Laurel Strode on May 12.

Conductor R. H. Von Borstel (Division 3) married to Leona Eital on May 16.

Motorman J. M. Craft (Division 1) married to Miss Lorene Cummings on May 17.

Substation Operator Roger S. Rees (Power Department) married to Anna Mae Karsch on May 19.

OBITUARY

*"Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home."—Tennyson*

The wife of James A. Bodley, Superintendent of Division 1, died April 30, 1939.

APPRECIATION

Acknowledgements expressing appreciation of sympathy extended them during their recent bereavements have been received by the Company from Mrs. Ella Morse and family; Agnes Hendrix and Alice Shaw; Mr. G. T. Fulkerson and family; Martha Ann Ward and family, and Gene Howard; Avarad R. Graves; Mr. and Mrs. E. Schottke and family, Mr. and Mrs. Louis L. Schmidt; and Mr. J. A. Bodley.



CONGRATULATIONS TO:

Alice Louise, born to Motorman (Division 5) and Mrs. G. A. Seale on April 23, also to Conductor (Division 5) and Mrs. F. E. Rainey, grandparents.

Brenda, born to Mr. and Mrs. Harold Petrie on May 1.

Darlene Ruth, born to Carpenter (Ways & Structures) and Mrs. C. D. Evans on May 3.

Carol Evelyn, born to Motorman (Division 1) and Mrs. H. E. Cumberley on May 5.

Dorothy Lee, born to Motorman (Division 1) and Mrs. J. G. Birch on May 7.

Roger Charles Jones, born to Car Cleaner (Division 1) and Mrs. G. R. Jones on May 8.

Orvall Darrell, born to Car Repairer (Division 4) and Mrs. O. D. McKimney on May 8.

Russell Wayne, born to Serviceman (16th Street Garage) and Mrs. J. Walton on May 16.

DIVISION 5 TRAINMAN TELLS HOW TO ENJOY FAIR— INEXPENSIVELY!

By GEORGE TRAMMELL

FORTUNATELY my vacation started the same week of the opening of California's World's Fair. I've always wanted to see San Francisco so to make a trip there more enjoyable I could see the Exposition also.

On Friday, February 17, I arose at five a. m., bent on getting an early start with my auto so that my arrival in San Francisco wouldn't be too late in the evening. As you all perhaps remember that was the day the wind blew the hardest here, so after about fifteen miles of driving in the valley I abandoned the idea of traveling by auto and hurried back to Los Angeles so I could catch the Southern Pacific Daylight leaving at eight-fifteen a. m.

I made the train in the nick of time and luckily some reservations had been canceled for the few remaining seats. The ride by train was very pleasant and fast also, there being only four stops all the way.

Train fare, round trip, \$10.80.

We arrived in San Francisco right on time, six p. m., and the next thing was to find a room. We were greeted at the station by what looked like a group of hard rock miners, cowboys and girls. However, on second glance I could see that they were only natives dressed in fitting with the Fiesta spirit which reigned during the week previous to the Fair opening.

I boarded a street car, noting the conductor in his ten-gallon hat and gay neckerchief, and asked where I could find a good moderate priced hotel and he told me of one. After checking in at the hotel I made a change of clothing and then went to

the big parade on Market Street. The papers next day stated that it was San Francisco's greatest parade.

(Carfare five and seven cents; hotel \$1.25.)

Bright and early Saturday morning I made my way to the ferry building. You may reach Treasure Island either by ferry or auto, but not by foot. (The toll on an auto is fifty cents and fifty cents for parking; ferry fare is twenty cents a round trip.) Everyone on the ferry was anxious to reach the island as a glamorous spectacle awaited all. Alcatraz Island added a cryptic note to the passing beauty of San Francisco Bay and the marvelous Golden Gate Bridge.

After reaching Treasure Island one is greatly surprised at the magnitude of the buildings and island itself.

(Gate entrance, fifty cents.)

The first exhibit that I entered was that of the Ford Motor Company. One sees there a graphic and pictorial story of how and from what an automobile is made. All parts are cut so that the inner workings of the auto may be observed. (All exhibits are free with the exception of those on the Gay Way which is the amusement zone.)

Then to the House of Magic, the exhibit of electricity and communications, which was the most interesting of all the exhibits to me. The Bell Telephone Company had a large room with a huge map of the United States on one wall. Each principal city in America was represented by a small light bulb. As you entered the room you signed a register stating your name, address and the phone number of someone whom you would like to call long

distance. Then you were given a number from 1 to 100. In a case were 100 ping pong balls each with a number. Every fifteen minutes four balls were drawn from the case and those persons with the corresponding numbers were given free, a long distance call anywhere in the United States. The person calling was seated in a booth and there were about two hundred earphones available so that the spectators could hear the conversation. As the connections were made along the way the little bulbs were lit, thus tracing the call on the map until the person being called answered. Television was also shown in this same building.

Next I went to the House of Industry in which was a 500 foot long simulated mine. After entering the shaft it seemed that you were really in a mine with actual equipment and ores, with all safety devices and safety first warnings. In another part of this building a series of life-like displays showed how steel and iron are produced from the raw material to the finished product.

After leaving the House of Industry I went to the Aviation hangars. There I saw Corrigan's famous "Wrong Way Plane" and a giant Pan-Pacific Clipper.

By this time I decided to rest so I took a conducted tour of the Island on a three-unit bus. There was a guide to tell of the various buildings and towers. (Fare, thirty-five cents.)

After the tour I went to the Gay Way and saw Ripley's "Believe It or Not" and a famous painting called "Stella".

I spent two days on Treasure Island and then turned my attention to a tour through the famous Chinatown and Fisherman's Wharf. Another thrill not to be missed is in crossing the bridges.

I am sure most of you will want to go to our own World's Fair and I can assure you of an inexpensive and most enjoyable vacation trip.

Official of Credit Union Reveals All

"THESE here Credit Unions are a heap more than imitation banks or baby loan companies," drawled Hank Mann, Secretary of Div 1, Federal Credit Union, easing his six foot of Texan saddle fodder up onto our desk. "They're a clearing house for personal problems, a dumping ground for troubles, and the guy who handles the books has to be a doctor, a father-confessor, matchmaker, lawyer and a judge to take care of the troubles which are heaped onto his shoulders. Is it any wonder I go round lookin' like the Hunch back of Notre Dame? Right now I'm worrying about six divorces, a wedding, two babies, three operations and furniture for a new house trailer.

"Take last month, f'rinstance. We had eight divorces going at once and we run out of money and couldn't make all of the loans, so I has to chase down both sides of two cases and talk them into a reconciliation till we get more dough in the treasury.

"And the babies we have a mortgage on! The boys run a hundred bucks and the girls two hundred. What's that? Why do they need an extra hundred when a girl comes along. That's to pay off the bets!

"Lots of funny things happen. Last payday a fellow come rushin' in and wants to borrow twenty-five bucks because he's just got a letter that his wife's relations are coming out from the east and he wants to move. "That's mighty nice of you" I savs, 'Getting a bigger house just to help out your wife's folks, tain't every body would do that.'

"Oh, we're moving into a smaller house," he says, so I made him a loan because a guy who believes in preparedness will never miss his payments.

"We have so many more borrowers than we have lenders that some-



Note the sympathetic (?) expression as Hank Mann, Secretary of Division One's Credit Union hears a sad tale.

times we have to figure out different ways in solving these problems other than making a loan. Last month one operator wanted to build an addition on his house. He's from Oklahoma and after he's out here two years his wife discovers that every body else on the same street has bath tubs and she wants one. I rustled around and found a fellow who knew where he could get a second hand tub which has been used for making gin in Prohibition days and some of the porcelain was still good. Then we rustled up some wrenches and some pipe and one of the boys says that one of his uncles on his mother's side was a plumber so we took him along and set up the tub. Just in time too, because his brother-in-law moved in with him and the kids had a place to sleep. Lucky, wasn't it?

"What's that? What did they bathe in? Say, down in Texas and Oklahoma if a man ain't limber enough to wash in a wash tub he's either a foreigner or a sissy. My ma raised eleven kids on one wash tub and we had the cleanest ears of anybody in the school, ceptin mebbe the teacher.

"Course we don't run our Credit Union the same as a bank is run but then you can't go weep on the Banker's shoulder and get sympathy when your best girl leaves you for someone with a bigger car. I have incorporated a few Texan

ideas into making this Credit Union run smooth. F'rinstance, when some member wants to draw out ten dollars we go to him in a body and show him how much better off he is by making a loan for ten and leavin' his share on deposit. It's easier to get collections on a note than it is to get deposits from share-holders.

"What's that? Delinquencies? We don't have any. We have a collection system that is fool proof. Supposing we did make a loan to a fellow and he didn't make the payment when it come due. First time he gets a nickel fine and is talked into depositing a quarter in the Union. If he don't pay next time we investigate to see if sickness or trouble is takin his dough. If he can pay it, but won't, we put our collectors to work. We have two hundred and fifty collectors! Every member of our Credit Union is a potential collector if we want to use them and if one borrower turns out to be a dead beat—they'll haunt him.

"Well, so long, nice chat we had. I gotta get some dope on real estate law. One of the boys started to build a lean-to on his house and all he has out of it so far is a couple of liens, and one of the fellows is getting married and we gotta cook some rice—it goes farther when it's cooked."

With that Hank Mann slid off the desk and ambled through the door—the Law East of Seventh on Central.

Around the Divisions



Division One

R. C. RUGGLES

Since the revival of the two-man operation, no one has had much time to do anything except work, and no chance to make news. Therefore, news is a little scarce. However, the men are to be congratulated on the way they have put their shoulders to the wheel and have uncomplainingly done their part to keep up good service, and we feel sure, in a short time, when the men have completed their course of instruction, everything will be running normally again. Among the new men will be a few familiar faces and we are glad to welcome them back.

A number of our men were lucky enough to start their vacation before the change. L. D. Newburn spent two weeks visiting relatives in San Jose; J. C. Boyce took two weeks to visit that very popular city, San Francisco; R. A. Roberts is visiting relatives in Iowa for a month; P. S. Brezniak took thirty days to visit his parents in Massachusetts, returning via New York Fair and driving home a new Dodge; E. R. O'Neill is spending a month in Kansas; E. E. Feb is on a thirty-day leave in Missouri; D. A. Nylander, visiting relatives in Michigan and Wyoming; L. E. Adkins is taking a well earned vacation, sixty days, with relatives in Ohio; J. H. Bell, somewhere in the East; J. T. Hoffmann visiting the home folks, and F. C. Riley on a trip to San Francisco.

Mrs. Cubberley, wife of Motorman H. E. Cubberley, was rushed to the hospital for an appendix operation and surprised Mr. Cubberley with a daughter, a little sooner than expected.

On the sick list we have L. L. Phipps, convalescing from an appendix operation, J. E. Crawford and F. P. Behnke.

We are glad to see G. E. O'Bar, S. J. Pontius and R. O. Schweigert back on the job again after being on the sick list for some time.

Our deepest sympathy is extended to our Superintendent, Mr. J. A. Bodley, who lost his wife on April 30th, after a long illness. Mr. Bodley has been with us over two years and in that time has shown kindness and understanding in our troubles, so we feel that at this time his loss is shared by all of us.

W. R. Mullenax took a trip to Denver to visit his folks and reports a pleasant time except for a near-accident on his return trip, caused by a tire blowout.

A. Mariscal is on duty as an Information man at the new Union Depot.

Your scribe had a surprise visit one night while he and his wife were out. The visitor did not leave a card, but made himself at home by helping himself to clothing as well as some jewelry, among which was Mrs. Ruggles' watch.



Division Three

L. VOLNER

Since the last issue of TWO BELLS there has been quite a change at the various divisions, such as different schedules, longer hours, etc., and Superintendent Healy wishes to express his appreciation for the way in which the boys of Division Three have shown their loyalty and willingness to help in a very trying situation by offering to work on their day off, canceling vacations, and



"Little Woodie," son of Operator (Division 3) and Mrs. G. M. Woodard.

We are all very glad to welcome working trippers in addition to their regular runs. This has indeed been a great help and is greatly appreciated by all concerned.

We are happy to see back some of our former employes, many of whom are working out of this division. The following names are just a few of them: H. L. Wilkinson, N. C. Rupe, W. C. L. White, G. E. Wakefield, F. R. Hurley, W. E. Scott, C. E. Dickinson, E. Ruth, Jack Daly, H. E. Truesdell, F. A. Smith, R. E. Elmore, A. S. Aldrich, G. W. Thompson, C. L. Howard, and O. R. Schroeder.

Oh, for the life of Riley! We are all happy to know that our old friend and co-worker, R. W. Riley, is on the mend. Mr. Riley has been on the sick list for almost a year, and it does one good to see him walking around without crutches or a cane. We all hope that it won't be long before he's back on the front end again.

It was very disappointing to all of the baseball players to learn that the games had been canceled for about three weeks on account of change in schedules and shortage of men, but we are all expecting to see some grand games when the boys start playing again.

Before the next issue is due we hope that everything will be back to normal again and that we will have more news for this column.



Weldon Wankier, 17 months old son of Operator (Division 3) and Mrs. N. E. Wankier.



Division Four

C. J. KNITTLE

Division Four, like other rail Divisions of the Company, is gradually recovering from the outcome of the May 2nd election. Twenty-four new trainmen have qualified for service and the rough-edge cars are on the lines every day, each carrying from four to seven students. Eventually 200 new trainmen will have qualified to fill the quota required for two-man service on Division Four lines.

The most humorous incident of the month occurred on Line P on the evening of May 1. Operator E. J. Edmundson had been ordered to

make two relays from Brooklyn and Rowan before pulling into the carhouse.

On the first trip a drunk boarded at Evergreen Street with only two cents for fare. Edmundson refused to pay the other five cents so the drunk got off.

On the second relay the same drunk got on at Soto Street with four cents but Edmundson again refused to contribute toward his fare. The man quietly alighted.

On the third trip Edmundson was headed for the carhouse. The drunk boarded again at Cummings Street but this time he had seven cents. "For the love of Pete!" he exclaimed, depositing the fare, "How many twin brothers have you got on this line?"

Division Four trainmen hung up two no-accident days recently—April 30 and May 7. No misouts were recorded May 1, 7, or 9. (Take a bow, gentlemen.)

Reports from the Division Four Federal Credit Union indicate its business is in excellent shape. Owing to its success in the first six months of this year, the Directors have raised the limit of deposits from \$250 to \$500. It may be reasonably assumed that dividends will exceed 5% and assure new as well as old depositors an excellent return on their money. In other words, this is a good time to make a substantial investment in your Credit Union. The practical plan, perhaps, for the average trainman would be to strive to deposit \$5.00 for a share each month, thus building up a nice personal estate without seriously effecting one's present well-being or pleasure.



Division Five

FRED MASON

We welcome back in our midst a couple of old timers who have been doing their chores at Vernon Yards.



Ruth Annette, 2 year old daughter of Motorman (Division 5) and Mrs. S. R. Hawkes.

We refer to Motorman Les Lininger and Harvey Lindley. While they will be here only temporarily, we are glad to have them with us again.

Our old friend, Mr. Bob Pierson, Superintendent of Personnel, dropped in on us recently, and we were very glad to see him. Come again, Bob, and stay a little longer next time as there were many of your old time friends who expressed regret at not seeing you.

There were about one hundred and sixty hungry souls who sat down to eat at the famous Vernon Yards Barbecue on May 11th, and nary a soul left hungry. It was a great feed. It was a great and equally pleasant surprise to see our old friend, Mr. Bob Hill, recently back from Honolulu, among the guests, and the Vernon Yards boys fixed him up with a lei of onions, radishes and lettuce, which he proudly wore, and was the only one to be served with pineapple for dessert. When called upon by Mr. P. B. Harris, President and General Manager, he was accorded a wonderful ovation that will long be remembered.

Conductor Kenny Strobel postcards from San Francisco saying he had a swell visit at Sequoia and Yosemite and just cannot understand

why 'tempus fugits' seems to work only when one is on a vacation.

Motorman C. C. Templin has been called back to Weston, Texas, on account of his fathers illness, which we hope is not as serious as it was first considered to be.

Motorman R. Clair started out on May 1st to visit the folks in Claysburg, Pennsylvania, and will be gone for seven weeks.

Conductor W. R. Landreth is back on the job after a very fine three weeks vacation back home in Springfield, Tennessee, where he ate nothing but strawberry shortcake.

Another vacationist now in harness is Motorman C. C. Fee. He was gone thirty days and visited his old stomping grounds in Iola, Kansas.



F. F. ROBEY

Division One

Earl Skinner and wife made a two weeks' visit with relations in Denver, Colorado, going by way of Salt Lake City and Laramie, returning by way of the Grand Canyon and Boulder Dam.

J. J. Phillips and family spent an enjoyable week-end visiting relations in Oakland, who took them to "Treasure Island".

Mechanical Foreman, Mr. C. Heywood, is confined to his home by a very serious sickness. We all wish for a speedy recovery.

Division Two

Believe it or not but this old place has been very much awake the past two weeks, due to the change of type of cars now being operated. We can remember when this was the baby division and also when it was tops—queen of them all.

We notice all three of the night watchmen walking with the aid of canes, which would make you think they were prepared for trouble but the facts are, Floyd Monnier is

getting used to walking after a bad fall in the pit at Division No. 1; W. J. Monahan says it's on account of his rheumatism; and G. H. Leslie is getting stronger again after a serious illness.

Division Three

Ted Clark spent his vacation back East.

Boyd Walters is also touring the East for a month.

Bud Magin is banking his nickels and dimes. Going to buy a toupee, Bud?

W. I. Green is on a strictly soft diet. Had all his teeth pulled—gumming along fine.

Tom Hubbard is in the pheasant business. Caught the first one bare handed, in the carhouse! Of all places.

Doc Marshall sure keeps his patients up and moving. Good work, Doc.

The women cleaners are certainly making a showing with their Credit Union deposits. Good for you girls.

Division Four

Leland Lee is in first place so far with the tallest fish story of the season. He not only claims to have caught a 16-inch trout—but claims that the trout swallowed the bait on his hook as well as his partners', so the two had a dispute as to who caught the fish. Whew!!!

Earl Newhard moved into his new home recently.

George Smith has installed a new motor in his Ford V8 and there's no reason now for not going to the mountains.

A. E. Inman has been temporarily transferred to the Electrical Department.

Division Five

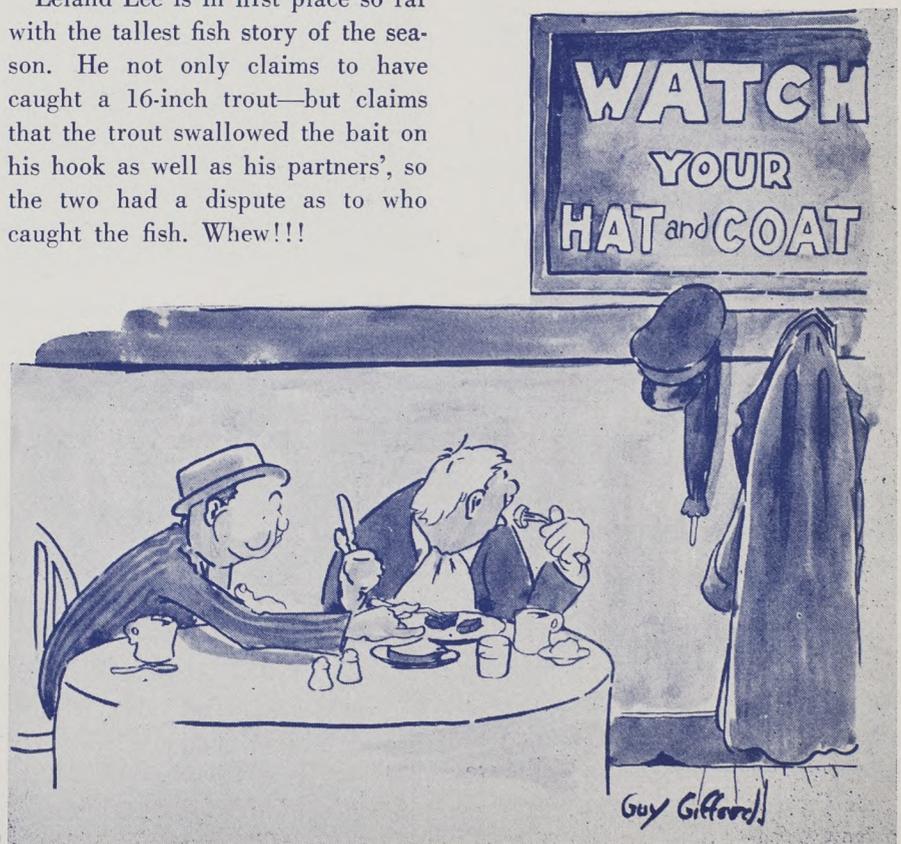
"Man Mountain" Burgess came back from his vacation fit as a fiddle.

R. Lathrop and A. Duncan are back to Division 5, after being loaned out temporarily to Division 4.

C. R. Fulton is making good use of his spare time painting up the kitchen and laying new linoleum.

"Flash!" E. J. Hess made that last payment on his F.H.A. loan and does he feel good.

Frank Shapos had the misfortune to fall while on duty, resulting in two cracked ribs. After laying off for three weeks he is back on the job, feeling fine.





Shops

F. ARLEIGH FRAZIER

Interest in the eclipse of last month is still causing conversation for D. D. Rivers remarks how strange was the black line running across the sun from the partial eclipse. He says he has never seen such a unique eclipse before. We believe however that he has now been convinced, by the merriment caused and the explanations that he really had "high power" line interference, which caused his phenomenal eclipse. Anyway he was restrained from writing it up for the National Geographic Magazine.

Making a hurried trip East on the new Streamliner, Al Smith and wife says they made the trip there and back so fast that they are not sure that they were on a vacation at all. They wouldn't have missed the opportunity to be with his Father and Mother on their golden wedding anniversary for anything. The happy celebration served as a family reunion and was the occasion for many grand times.

One of our suburbs has another new resident who is now domiciled in his new home. R. N. Ross is the fortunate man.

It's grand to have new things, but one thing calls for another and this time Caesar Canales found that sporting a new Studebaker means the rebuilding of his garage.

Three men a-fishing did go and the tale goes that they caught the limit of trout at Little Rock. They were Rex Guignard, Sherman Kriewald and L. Johnson.

While our pseudo weather prophet M. Bradley is on vacation we are promised fine weather reporting by R. E. Smith who will be in charge of the Bureau. He already has proclaimed that San Francisco will have fair weather a good many months—Smart boy this Smith.

Art Robey, The Lionhearted—big-game hunter, with his trusty 10-gauge shot-gun loaded with buck-shot, went out on the desert hunting. After some seven or eight hours he had heard a rustling in the sage brush. Knowing he was backed up by such staunch comrades as Huey Lendy and Wes Savoy, he took aim and pulled the trigger on both barrels. "Sweess" he yells, as he pulls out of the sage a brush rabbit. It looked like a "pack rat." His wife refused to believe that it was a rabbit, and would not eat it until she went out to the shed and counted the kittens.



Steve Forman (So. Park Shops) and Mrs. Foreman with their sons, Robert, 5 months, and Donald, 4½ years.



16th Street Coach

CHARLES H. HARDY

E. J. Sayre has recently become Assistant Scoutmaster of Troop 53. D. Ladhoff, also a Wilshire operator, is Scoutmaster of this troop and has been appointed commissioner in charge of adult leadership

training on the Boy Scout program of police-sponsored troops. These men are to be complimented on their commendable work. Ladhoff's two young sons have started out right by becoming cub Scouts.

E. J. Elgood has just about recovered from the scare he received while driving the Diesel job some time ago. Riding with him was Jimmy Cook, still somewhat unnerved from his frightful scooter ride. The coach had just emerged from the Second Street tunnel when a terrible noise was heard that sounded as though the coach had blown up. Investigation showed that some small boys above the tunnel had dropped a large shopping bag full of water down on the roof of the coach.

T. E. Stuckey is convinced that courtesy pays dividends. When his Manchester coach arrived at the end of the line the other day an elderly couple waiting there presented him with a large box and words of appreciation for his courtesy to them as passengers. The box contained a regular banquet of fine foods, fried chicken, a large strawberry short-cake and trimmings.

At the time of this writing A. L. Irwin was recovering at St. Vincent's hospital after a major operation.

L. E. Woodworth's great grandfather was photographed at the controls of an ancient locomotive during the opening ceremonies of the new depot. The old gentleman who is quite active at the age of 91, was an engineer back in the "sixties."

This division's Artho Credit Union took a tip from the Garage and installed a handy deposit box. Those who have not yet become acquainted with the fine opportunities this organization affords, should contact any of its officers who will be pleased to explain its possibilities.

"Dead Shot" Hobbis has invited "Choo Choo" Ferris to a hunting expedition to show him he can hit something other than barn doors.

Man and beast are warned to keep out of range.

New men in this division are: M. B. Smith, V. W. Courtney, G. E. Petersen and R. C. Reese. On Wilshire: R. Lank, R. L. Robinson and B. G. Bogel. Take a bow, boys.

GARAGE

Archery is the latest sport taken up by a number of men in this department. The bow and arrow enthusiasts are getting much added pleasure by making up their own equipment.

Joe Crawford feels that he has strengthened his position on the ball team after having invited Manager Lockeridge to a duck dinner.

The Garage soft ball team, headed by Gene Lockeridge, is starting out on what is hoped will be another successful season. Lockeridge is also popular as league manager.

Percy Marsh repaired an alarm clock for Sam Atkins the other day. As Sam carried it home on the street car the alarm started ringing and the weird muffled noise continued as he struggled with the numerous wrappings. It stopped ringing as Sam reached the inside of the package, much to the amusement of the passengers. Percy is an expert on timing.

At the time of this writing E. Hansen was still off with an unfortunate eye injury. Ed Sullivan and H. McConaha were still on the sick list. Ed Hall had just returned to work after an absence of several weeks. At this time B. Fairbanks and Jack Savage were on jury duty. J. Veal, a new man from South Park replaced J. Barkman of the third shift.

Many have taken advantage of the numerous money saving opportunities afforded them by our Credit Union. Anyone interested who has not yet become a member of this fine organization is asked to contact any one of the officers who will be glad to furnish the necessary information.



Nancy Jean Dalbey, daughter of Operator (16th St. Coach) and Mrs. A. N. Dalby.



E. B. Wade is spending his vacation close to home with probably a trip to Hodges Lake to tease the fish.

About four days before starting on vacation "Barney" Barnett purchased a new Mercury. When he started his vacation he said he had plans but didn't know if the Mercury would help him fulfill them.

Benny Lerit just sort of slipped away quietly without leaving any forwarding address and inasmuch as the New York Chamber of Commerce has been looking for him here, we can safely say that he left that City out of his itinerary.

If you haven't received your quota of cigars during the past month, just remind those newly-weds Ed Gregory and Roger Rees because it probably slipped their minds.

We sure are going to miss the genial smile of "Dick" Payne during the month of June while he canters around the country in "Old Faithful." Dick expects to spend considerable time visiting Grand Canyon, Salt Lake, Reno, and Sacramento. He says he will not establish residence in Reno.



L. F. SPARKS

Sights Hither and Yon

"Babe" Gravino, Patch Gang Foreman having his sore ribs X-rayed in the Doctor's office. Looks healthy and think he will survive the Summer.

Night Supervisor, Bert Schaubert being dragged around South Park by "Lobo" on their morning constitutional.

The Track and Carpenter gangs groping around by lamp light in the Hill Street Tunnel while laying a third rail.

The weed spraying crew slowly backing down the Private Right of Ways as they exterminate the weeds.

Kelly Holmes, M. C. (Master of Curves) at the opening day of the New Union Passenger Terminal.

The traffic snarls at 25th and Santa Fe and at Vernon and Alameda when the City Sanitary Sewer Dept. required "Grasshoppers" installed while they worked under the tracks.

The smiles on the faces of the Supervisors as they viewed the fleet of new Chevy Coupes.

The latest Track Dept. Bar-B-Cue was a huge success with one of the largest crowds we have ever had. Some of the delicacies enjoyed were the chili bowls by Al Davis, General Foreman of Carhouses, and Raymond Smith of the Auditing Dept. 'Stoo bad, Al and Ray, that we can't have them oftener. The Cambric Tea by Dr. Jerry Smith. 'Smatter Doc? Coffee keep you awake? The Hawaiian (sic) lei around Bob Hill's neck and the tropical fruit salad in front of his plate. We all enjoyed having our old friend Bob back even if it was for only a short visit. The sparkling wit of Bill Morgan, Master of Ceremonies, who is no respecter of persons.



D. S. COBURN

BREAKING IN

Hazards Outlined—And How to Avoid Them

By J. COLLINS
Supervisor of Safety

The sick list at Virgil the last few weeks looked more like the extra board, but the boys are gradually getting over their spring fever and getting back to work, although Operator Gilland was very sick with a stomach disorder but seems to be recovering very well. Operator Dee Rogers is still off duty due to injuries he received in a fall on the stairway.

A few days ago one of the boys at Virgil decided to call up his girl friend who was on a trip in the East, and with a handful of quarters totaling about \$3.25 placed his call and the conversation began and ended with the words "Please send me some money so I can get home."

Miss Eleanor Cohen of the General Office left Friday, May 19th, for a three weeks' trip and visit with her friends and relatives in Minneapolis.

Dispatcher Bill Baker spent a few days of his vacation at the San Francisco Fair and anyone contemplating a trip north to the Exposition is assured that their time will be well spent according to Bill's report of his trip.

Strangers entering the Virgil trainroom are apt to wonder whether they are coming into a building or boarding a ship. Operator G. K. Stanford is in charge of a troop of Sea Scouts and they have all of their equipment around the trainroom. Operator Stanford promises us a very interesting story of the history and accomplishments of the Scouts in the near future.

Al Tieman who has been relieving at the dispatchers board during vacations matched one of the fellows for a bottle of Coca Cola and before he realized what was happening six operators were drinking and thanking Al for the "Cokes" and he still can't quite figure it out.

WHEN a man first starts to operate one of the P. C. C. cars, or an experienced operator starts working on a new line, he will usually handle the car like a youngster with a new toy. He experiments with the car to see what it will do. After finding out he tries to show other people what he can do with it. He has considerable fun showing up the motorists with the quick "get away"—he races with others—chases those on the track ahead—approaches standing automobiles at too high rate of speed, and at too close range before stepping on the brake for the short, quick stop. While he is having this fun, occasionally something happens which is not so funny.

Not more than two men in a hundred view these cars as the tools with which we work, and do not realize that the more complicated the tool, the more expensive it is to keep in repair, or to make repairs after it has been damaged. It makes no difference how good a tool may be, it cannot do good work in the hands of an unskilled operator.

The P. C. C. cars were not acquired just to be doing something, but for the purpose of getting something done. It is the same with the operator. The man is not hired just to give him a job, but to do a job, and to do it in a particular way, for a very definite reason, as set forth in our instruction rules.

Each line has a particular problem, or line hazard, not common to other lines. A narrow street differs from one that is wide. One gives us combinations which cause the drivers of automobiles to cut in, out and around with unexpected stops without a signal, while another street af-

fords more freedom to the movement of traffic. In either case, you are faced with this reality, i.e., your car, at all times, occupies but one of three places in the street: you are either approaching a cross street, crossing it, or in the middle of the block. Because of the multiple moves made in traffic, the approach to a cross street is the most dangerous place, a place where you must expect, or anticipate, unforeseen moves.

Zone No. 1 always holds a hazard, and this, when recognized by the operator, is easily cared for. Zone No. 2, due to higher speed, especially after dark, contains hazards a little more difficult to handle. However, the cross street remains the most dangerous place in Zone No. 2.

You may, also, figure that, if involved in a collision with an automobile, the driver, and at least one person out of every six witnesses, will claim that "the operator was not looking where he was going". If traffic signals are on the corner, whether in operation or not, the drivers will say that the operator ran the traffic signal. People seem to be prone to say something to justify, and perhaps help pay for their own careless acts.

The new man will be involved in a certain type of accident which he will claim could not have been prevented by him. After gaining experience he will have a different type of accident, which he will also claim he could not have prevented. This merely means in either case that the man has not learned all there is to learn about correct operation, or, in knowing it, has failed to put it into practice.

Let us investigate a hundred collisions involving new men, or experienced men, on a new route. We will

find about fifty-five are collisions with front left corner or operator's side of car; twenty-two, front right corner at doors; eighteen run downs; five autos colliding with side of car in passing. The front left corner collisions shows the operator arrived too soon, fooling driver who underestimated car's speed while making an opposite way left turn, and also in not being able to clear the track in making a same way left turn. These are regular cross street collisions.

After a man cuts out the "monkey business", and settles down to real

operation, these same men, who are involved in another hundred kinds of collisions, will have about fifty-six automobiles collide with the side of car, while passing the same way; twenty-three front right corner at door; seven front left corner; five run downs, and about nine autos colliding with the rear of car. The drivers of automobiles, not being able to catch the new man, did not run into the rear end. The new man will have a certain number of falls in his car, which the experienced man avoids. The inexperienced man operates his car into positions which forces quick

stops to avoid a collision, while the experienced man applies road space, and seldom finds it necessary to make a quick stop.

You cannot depend upon other people to do the right thing—therefore, it should be evident that you must depend upon yourself, and the exercise of your own intelligence in handling those tools supplied us to do the work. A car in the shop is like a man in the hospital—useless, and expensive. When both men and cars are on the road doing good work, then we are rendering service that is satisfactory to all concerned.

THANK GOD FOR THAT !

By BILL HELD

Claim Department

I stood and gazed on darkened streets,
Strewn with dead hopes of fairer days,
I saw the eyes of those I met—
Unwatchful of my passing, dazed
And stricken down to earth by want.

Their destiny wound sick and cold
About their minds, like coiling snakes

That weave their heads to vanquish hope;
Their future one that bends and breaks
Into a thousand parts of bitter woe.
All this I saw—and wondering,
I sought the cause. What wretched sin
Was there to breed such misery?
But no! It only was the end
Of working days—they'd hurt no man.

Such idleness was not their want,
A wife at home, perhaps a child—

These thoughts could drive them mad with lust
For work. Ah, useless, idle hands—vile
And loathsome toast to lingering death!

Thank God! I thought, I have a job;
A chance to live and shape my life;
No more will I let bitterness
Defeat, or hopeless thought run rife.
Thank God for that—I have a job!

SAFETY RECORD FOR FEBRUARY - MARCH

ACCIDENTS PER 10,000 MILES RUN			
FEBRUARY 1939			
SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 CAR MILES RUN (EACH X REPRESENTS ONE ACCIDENT)			
DIVISION 4	THIS MONTH	XXX	2.6
	LAST MONTH	XXXX	3.4
DIVISION 1	THIS MONTH	XXY	2.8
	LAST MONTH	XXX	3.2
DIVISION 3	THIS MONTH	XXX	3.0
	LAST MONTH	XXX	3.2
DIVISION 5	THIS MONTH	XXX	3.2
	LAST MONTH	XXX	2.9

ACCIDENTS PER 10,000 MILES RUN			
MARCH 1939			
SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 CAR MILES RUN (EACH X REPRESENTS ONE ACCIDENT)			
DIVISION 4	THIS MONTH	XXX	2.5
	LAST MONTH	XXX	2.6
DIVISION 3	THIS MONTH	XXX	2.9
	LAST MONTH	XXX	3.0
DIVISION 1	THIS MONTH	XXX	3.2
	LAST MONTH	XXY	2.8
DIVISION 5	THIS MONTH	XXX	3.5
	LAST MONTH	XXX	3.2

Los Angeles Railway

