

# TWO BELLS



FEBRUARY  
30<sup>TH</sup> Anniversary OF FOUNDING  
OF Boy Scouts OF America  
VOL 22 JANUARY-FEBRUARY No 1



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# L I N C O L N

By

It is still a mystery to the world how a blend of mirth and tears, of sorrow and grief and of courage and fortitude can make of an uncomely face a masterpiece sublime. Nor can we understand how such a statesman, sage and genius, with human sympathy, understanding and tolerance, could have risen out of conditions so far removed from culture.

C. J. Knittle

Lincoln is our perpetual promise that democracy shall not perish from the earth. Because of his life we enjoy a nation indivisible with liberty and justice for all. Great institutions are what great men cast across the centuries.

The real springs of Lincoln's power lay in his moral strength for he was, and ever remains, one of the greatest forces in our national life. Lincoln was a great and good man, his religious character making him outstanding more than anything else.

Tolstoy called Lincoln a miniature Christ, and Hay spoke of him as the greatest man since Christ. Lincoln said, "I know there is a God and that He hates injustice and slavery. I see the storm coming and I know His hand is in it. If He has a place and a work for me, I believe I am ready. I am nothing but truth is everything." Lincoln was a student and believer of the Bible, which can be evidenced from the style, conciseness, clarity and rhythm of his speeches. Lincoln's veracity was unbounded and his integrity unlimited. As a speaker he had a burning sincerity and perfect mastery and knowledge of his subject. He believed and practiced temperance, total abstinence, Sabbath observance and individuality for every soul.

No leader ever so significantly obeyed God's command to "do justly, love mercy, and walk humbly before God." Lincoln needs no memorials nor even eulogies, but the spirit of Lincoln needs emulation. Monuments of the Emancipator will be mockery unless we promote his ideals, respect for every man's personality, however humble his origin, and safe-guarding without intimidation everyone's ability to be, to grow, and to aspire.

# Setting the Sails



SOME few weeks ago there appeared in one of the newspapers a short story which told of two men who had entered the employ of the same company after high school graduation in the same class. One of the men retired as a high executive while the other retired as a shop foreman.

Both these men, as nearly as could be, had the same start in life. Both attended the same schools and both started in with the same kind of work on the same day.

An anonymous poet once wrote:  
"One ship goes east and another west  
With the SELFSAME WINDS that  
blow,  
Tis NOT the gales  
Tis the SET OF THE SAILS  
Which decides the way they go."

You know that's true. You know a sailing vessel can go in any given direction no matter which way the wind is blowing, and, by setting the sails, is able to run against the wind even though the only power used is the wind itself blowing into the sheets.

All of this is but the foreword to saying that, in a country like America, a man can reach the top no matter where he starts if he knows where he wants to go and can "set his sails" to go in that direction.

It's the fellow who has no goal who usually remains where he starts. His mind is usually set upon how much he can increase the amount in his envelope on his present job rather than aspiring to a definite, better job that naturally pays more money.

He sails only WITH the wind and is helplessly "at sea" when the wind

changes. He is unable to keep his course because he pays more attention to cursing imaginary "bad breaks" than he does to overcoming them.

No man who feels that fate is against him will ever get to the top. The man who becomes boss is the man who does not expect everything to go smoothly and who is prepared to meet the obstacles when they arise.

There have been thousands of words written telling men to improve themselves in the jobs they have and then advancement will be automatic. These writers forget that no man ever knows when his chance will come or along what line the opportunities will present themselves.

Therefore it is necessary for a man to improve himself in EVERY possible way along the straight line which will reach the goal he has set for himself. This simply means that no man is ever finished with his studies because he cannot know what particular information will be useful in taking the next step upward.

We know of one man who received a high rank in the army because he knew merchandising problems better than some others who were investigated. We know of another man who became sales manager for a large concern exporting to South America because he knew more about South American languages than his contemporaries and we know of still another who placed high in banking circles because he had a hobby of reading to learn all about the various methods of real estate transfers and debts.

You wouldn't think a knowledge of buying and selling would help to

a higher rank in the army; you wouldn't believe that a salesman's knowledge of foreign languages would help him become a sales manager, and you wouldn't think that a knowledge of real estate would help a clerk to an executive position in a bank.

The point is that knowledge of any kind will never hurt and very often is the stepping stone necessary for what we call success.

The ship's skipper never knows which way the wind will blow—he knows only where he wants to go and how to get there.

A man never knows when or how his chance will come. He ought to know where he wants to go, but does not always know how to get there because he is lacking in the general information that may be required to give him that start toward his goal or the specific knowledge that will urge him on to overcome the obstacles that lie in his path.

There is no knowledge, no matter how seemingly far away from a man's life work, that will not some day, in some way, prove of benefit to him and may, very often, be exactly the right pole to help him vault to a higher position in life.

## WHY IS IT?

Why is it, that for weeks and weeks,  
The sun will shine and shine,  
On all that dust and grease and dirt,  
That's on that car of mine.  
But every time I wash it off,  
It clouds up more and more,  
And pretty soon the rain starts in  
To pour and pour and pour.

W. Y. Stearns,  
(Virgil)

# Build Up Those Muscles!...

If you are registered for the draft, here is a challenge you cannot afford to ignore!

Right now, with a limited emergency declared in the United States and the country putting every ounce of effort it can into the drive for national preparedness, the white hot spotlight of public attention is being focused on the physical fitness of America.

Since the nation is going to depend most heavily for its manpower upon those of you who are of draft age, it has become mighty important to yourself and to the country that you be in good physical condition.

If you are the holder of a draft number it is essential for you to be in the best of health and physical shape, regardless of whether you expect to be called up for military training or not.

You want to be healthy, strong, fully alive and alert to responsibility, whether you are going to be inducted into the routine of a military training camp or expect to carry on in civilian life.

With this thought in mind, the City of Los Angeles, through its Department of Playground and Recreation, is now organizing special physical fitness classes for all draft registered men. These classes will cost absolutely nothing for those who take part, and are entirely voluntary in character. Any holder of a draft registration card can join and take part in the physical conditioning program as long as he wishes, or drop out whenever he feels like it.

"Get physically fit and have fun doing it," is the main idea. At municipal recreation centers all over Los Angeles, groups of potential draftees are now meeting in the evenings to enjoy exercises, games, drilling, marching, sports and other

activities which will help to toughen them up, build muscle and stamina and energy, to serve the nation and themselves.

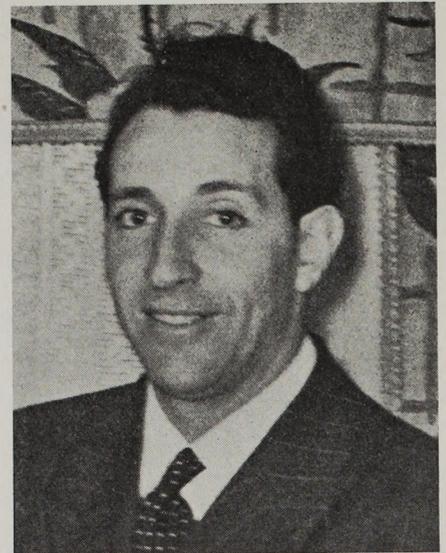
Southern California's draft headquarters has endorsed this unique plan, although there is, of course, no connection whatever with the actual military training of draftees. Taking part in one of the physical fitness classes will not in any way affect the time or circumstances of a man's being called up for military training.

But those men who do have the initiative to get a little physical conditioning in advance probably will be much better able to "take it," if they should be called upon to go to camp later on, and draft officials realize this and approve the principle of it.

Most of the draftee physical fitness classes are being conducted in the evening on various days of the week. They are under the direction of experienced men recreation leaders, who will help you to improve your health and strength and show you a good time in sports and games.

In many cases, employes of different organizations are forming their own draftee physical fitness clubs and are going to the city's recreation centers in a group for the conditioning program. This idea is encouraged by recreation directors, who have expressed their willingness to help form such classes within any organization.

Here then is your opportunity to serve your country, prove your loyalty and patriotism, and at the same time do yourself some good. If you are registered for the draft and want to know where and when the nearest free recreation center conditioning class is functioning, call the Playground and Recreation Department in the Los Angeles City Hall. The telephone number is MIchigan 5211.



*Bert Ruiz of Division 1 will captain Enrollment.  
L. A. Railway Team in 1941 "Y"*

## LARY "AIR RACE"

Los Angeles Railway men who are members of the Downtown Y.M.C.A. will "take to the air" this year during the 1941 "Y" Membership Enrollment, under the leadership of Bert Ruiz of Division 1, in an effort to increase the Railway Group from 68 to well over a 100 members. Motif of this year's Enrollment will be by a mythical transcontinental air race from New York to Los Angeles, with six racing planes representing the six campaign divisions. During the Enrollment, February 11th to 28th, all the color and atmosphere of aeronautical world will prevail. Meetings will feature airline stewardesses, pilots, and mechanics, while progress of the various campaign divisions will be recorded by miniature planes on an illuminated transcontinental map.

Approximately two years ago, through the help of one or two enthusiastic railway men, the fact was made known to employees of the Los Angeles Railway that they could secure a special low membership rate in the "Y" which would afford them unlimited recreation and health conditioning facilities. Over 100 men became "Y" members at that time and the majority have been continuous members ever since. As a private club, where they might spend leisure time and "in between run" periods, the "Y" met a real need.

Last year the L. A. Railway members constituted a complete division in the campaign, the different Railway Divisions competing for honors. This year the Railway men, with Ruiz at the controls, ably assisted by Bernard Cowdrey, Div. 4, as co-pilot, will compete as a team against such organizations as the Telephone Company, Bureau of Water and Power, Gas Company, etc.

# LIBRARY PAGE...

## NEW BOOKS RECEIVED FOR THE MONTH OF FEBRUARY

- ADAPTING OUR HIGHWAY SYSTEM TO NATIONAL DEFENSE. A report by Thomas H. MacDonald, Commissioner of Public Roads.
- CABLE CAR DAYS IN SAN FRANCISCO. E. M. Kahn. A story of the cable car in San Francisco and some of the notable characters of the city's past, including Collis P. Huntington.
- DIESEL ENGINES AND EQUIPMENT. A.T.A. A report showing the results of operation of diesel engines in the United States and Canada.
- ELECTRIC RAILWAYS. I. C. C. October, 1940. Selected financial and operating statistics from annual reports of electric railways, **Not street railways.**
- FEDERAL REGULATORY ACTION AND CONTROL. Blachly and Oatman, 1940. A new book dealing with the organization, methods, and procedures of government agencies.
- FUEL OIL HANDBOOK. A pamphlet on fuel oil; subjects include, some fundamental specifications; combustion tests and what's new in Diesel fuel fields.
- HOFF'S OFFICIAL ELECTRICAL CODE. 1940 edition.
- HOFF'S OFFICIAL PLUMBING CODE. 1941-1942 edition.
- INCOME AND EXPENDITURES OF GOVERNMENT IN CALIFORNIA, 1900-1940. California Taxpayer's Association. A pamphlet giving the main outlines of state and local finance in California over the past forty years.
- INSTITUTE OF PUBLIC RELATIONS. Proceedings. 1940. University of Southern California. June, 1940.
- INTERGOVERNMENTAL COOPERATION IN THE LOS ANGELES AREA. University of California Bureau of Governmental Research. A report dealing with intergovernmental relations in this area.
- MAINTENANCE PAINTING HANDBOOK. A handbook offering suggestions in surface protection and the economical use of industrial maintenance paint.
- NATIONAL PAINT DICTIONARY. Stewart, 1940. A reference volume containing definitions of the terms used, names of chemicals, equipment and apparatus employed in the paint and allied industries.
- OPERATING RESULTS OF P. C. C. CARS. Westinghouse Electric Corp. Operating results in various cities throughout the country. Data brought up to December 31, 1939.
- PARKING FACILITIES. U. S. Department of Finance. A report of off-street parking prepared by the Department of Finance December, 1940.
- POLITICS OF OUR MILITARY NATIONAL DEFENSE. E. Brooke Lee, Jr. A history of political forces within the United States which has shaped our military national defense policies from 1783 to 1940.
- PHONO-ELECTRIC BRONZE WIRE FOR ELECTRIC TRANSPORTATION. A discussion by the Bridgeport Brass Co. of overhead materials for electric transportation.
- PHOSPHORUS IRON ALLOYS. A report of experimental research investigation upon the influence of phosphorus in steels in elevated temperature service and in Cr-Mo steels.
- PRINCIPLES OF ELECTRICAL ENGINEERING. Timbie & Bush, 1941. A text for electrical engineering students.
- RAILWAY LITERATURE FOR YOUNG PEOPLE. A list of books about railroads compiled for young people.
- RESEARCH LOOKS AT NEW HORIZONS. General Motors Corporation. A small pamphlet reviewing briefly some of the advances of science due to research.
- RUBBER. A booklet on the history, production and manufacture of rubber.
- SMOKE PREVENTION ASSOCIATION OF AMERICA, 1940. A manual of ordinance and requirements concerning air pollution, smoke elimination and fuel combustion.
- TAXPAYER'S GUIDE. Los Angeles County, 1940. Schedule of tax rates and legal requirements.
- TRAFFIC FATALITY ANALYSIS CITY OF LOS ANGELES, L. A. Police Dept., Street Traffic Engineering Bureau. Charts giving accident statistics in Los Angeles for 1939.
- WHAT IS PUBLIC AID TO TRANSPORTATION. Association of American

Railroads. An analysis of "Public Aids to Transportation." The railroads have felt impelled in the protection of their interests to analyze each volume of this report and the results of the analysis are here presented.

YOUR INCOME TAX. J. K. Lasser. A 1941 edition explaining many important changes in the revenue law and court decisions which may effect your income tax.

\* \* \* \*

A. S. T. M. Standards for 1939 and 1940 are in the Library. Theses volumes include not only formally adopted Standards but Tentative Standards as well. The Book of Standards is divided into: Part I, Metals; Part II, Nonmetallic Materials—Constructional; and Part III, Nonmetallic Materials—General.

## TRADING POST

FOR SALE—A lot, 40x205, on South All Lane, Bell. Terms to suit or cash. Mrs. Harry Brown, 5239 South All Lane, or contact Harry Brown, mechanical street inspector, 7th and Broadway.

FOR SALE—Tear drop type trailer equipped with innerspring mattress, sleeps two. \$45.00. Contact R. H. Frampton, 10322 Burin Ave., Lennox, Inglewood, or South Park Shops.

FOR SALE—Acre, near five points, El Monte. \$900 cash or \$1000 on time, or will finance and build to suit. See Supervisor H. E. Patten, WY-3214.

WANTED—Small bungalow piano. Notify Mrs. Rhoda Walden, Division 3, Sta. 333.

FOR SALE—Child's streamlined automobile, slightly used, \$7.50; child's three-wheel tricycle \$3.50. May-bell tenor banjo and case, nearly new, \$20.00. Apply at 3532 Beswick Street or Room 704, main building, R. W. White.

FOR SALE—A beautiful dining room rug and console radio (Atwater-Kent). Supervisor W. R. Terry, Virgil Division.

WILL BUY COINS—Large cents, all dates. Indian cents, before 1880. Lincoln cents, 1914d, 24d, 31s-d, 09s vdb. All dates of 1/2c, 2c and 3c pieces, 5c silver or 1/2 dimes. All dates of shield type nickels. Liberty head nickels before 1890. Most all dates of dimes before 1890. Liberty head dimes, 1892s, 93s, 93o, 94p, 94o, 95p, 95s, 95o, 96s, 96o, 97o, 1901s, 03s, 04s. Quarters, 1892s, 96s, 1901s, 13s, 17d, 19s-d, 21s, 23s. See Al Crow, Virgil Division.

# Dear Ladies



On St. Valentine's Day the country pauses to confess its affection. No other day more symbolizes love so generally. Since we are a peaceful nation and love and peace are more valuable than all the riches in the world, let us stop to pay respect to good St. Valentine who was famous, in the days of ancient Rome, for his love and charity.

You may like to celebrate the fourteenth by having a few friends in for a "sweethearts" party. The following suggestions are offered.

Included in your menu, why not have heart-shaped sandwiches, jellied hearts, heart-shaped sugar cookies with small cinnamon hearts in the center or other red candy decorations, candy hearts in small red paper cups, radish roses, celery curls and hot coffee.

## JELLIED HEARTS

- 2 tbsp. plain gelatin
- 1 cup cold water
- 1 cup boiling water
- ½ cup sugar
- 1 cup cold cherry juice
- 1 cup pitted cherries (drained)
- 2 tbsp. lemon juice

Let gelatine soak in the cold water, add boiling water and sugar; stir until dissolved. Add remaining ingredients, let chill until thickened, then fold over and over to distribute the cherries. Pour into moulds. Let chill until firm; unmould, and decorate with whipped cream.

## HEART SHAPED SANDWICHES

Three kinds of open face heart shaped sandwiches should be sufficient. Cut with a heart shaped cutter. One appetizing combination is cream cheese with red jelly, another is pimento cheese, and a third might be a meat, either minced ham or tongue.



(Courtesy of Prudence Penny, Los Angeles Examiner)

*Metro-Goldwyn-Mayer's Cecilia Parker and Mary Howard plan a buffet supper, their own decorations and even entertainment for a St. Valentine's evening at home. Here the two girls put finishing touches to their completed buffet supper for eight, consisting of jello salad, heart sandwiches, thick with cream cheese and minced ham, gaily trimmed Valentine sugar cookies, hot coffee, and a pretty cellophane centerpiece.*



## Games

*A good way to start the party—* Take slips of paper with the names of famous lovers and pin one of these on the back of each guest, being careful that no one sees the name on his own back. The object is to find out who you are by asking other people questions. They must answer you but try to keep you from discovering your identity. The complications of this game will produce many laughs. Another variation of this idea is to pair off the guests, giving each a slip with the name of a famous lover, and telling them to find their mates, then appear in a skit, showing by pantomime, costume, dialogue or otherwise, some recognizable scene from the story of these lovers. (You might improvise a stage in a doorway between two rooms, and hang a curtain which two "stage hands" can manipulate, or use a screen which can be easily removed each time.)

*A lot of fun in making comic valentines.* For this have each guest draw the name of another one present and prepare a valentine for him, using the hearts, lace paper, red paper, ribbons, old magazines, etc. provided by the hostess. You might give a little prize for the best and the worst.

*Valentine post office is played in this way:* One person is blindfolded and stands in the center of a circle of chairs in which the others sit, and each is given the name of a city. The postmaster, who has a list of the cities given, says "I have sent a valentine from San Francisco to Seattle" for instance, and those who have these names try to change seats with-

out being caught by the postman. When he catches anyone that person becomes postman. You may have to form two circles with a large number in the party.

*If dancing is to be the entertainment,* give each girl a small paper heart which she tears jaggedly in two. She keeps one half and throws the other on the floor. The bits on the floor are shuffled up and then drawn by the men. Each man finds the girl holding the other half of his heart, which they must mend to be partners.

*Between dances, you will want to play an amusing game.* Hang a cardboard heart from a string attached to a curtain pole or chandelier. Blindfolded, each guest in turn may try to cut the heart-string with a scissors. Only one hand may be used.

*As published in December issue here are*

## *The Lary Families Favorite Recipes*

### ORANGE MARSHMALLOW DESSERT

1 cup orange juice  
½ lb. marshmallows  
1 box vanilla wafers  
1 cup whipping cream

Heat orange juice. Melt the marshmallows in the orange juice, let cool. Add whipping cream. Mix and pour on crushed vanilla wafers.

Submitted by  
Miss Anna Wescott,  
Personnel Dept.

### LEMON CAKE PIE

Make pie crust and line pie pan, then fill with the following mixture.

1 cup sugar  
Butter size of egg  
Juice of one lemon and grated rind  
Yolks of 2 eggs  
3 tbs. flour

Beat all together and add 1 cup milk and whipped egg whites, pinch of salt. (One pie).

By Mrs. Margaret Park,  
Mother of E. W. Park,  
Conductor, Division 1.

### HAM LOAF

2 lbs. lean pork shoulder, ground twice  
1 lb. lean boneless cottage ham, ground twice

½ tsp. salt  
2 eggs  
1½ cups milk  
1 small can tomato sauce

#### Method:

Form all ingredients except tomato sauce, into a loaf, and bake in slow oven for two hours.

Pour tomato sauce over mixture while baking last ½ hour.

When done, drain off tomato sauce and scoop excess fat from top. Add water and smooth paste of flour and water to make a tasty gravy for the loaf.

Submitted by  
Mrs. Virginia Blue,  
Stenographer, Sixteenth  
Street Garage.

### *Cooking Hint*

Grated American cheese sprinkled over apple pies before baking add to the taste.

*Best wishes for a happy Valentine's Day!*

*Helen*

Editor of  
Dear Ladies.

# Trainman Gives Tips . . .

By C. A. WOODS, *Division 3*

YES, it is easy to dismiss an accident by saying, "What could I do?" when a passenger falls from a standing car or coach, or when a crew is involved in a collision with another object and have not violated any rules of operation or laws of the land. But can these accidents be dismissed so finally when a man considers the preventative angle?

Any person who declares these accidents to be preventable, would immediately be called on for proof. Yet, "A trainman or bus driver can either perform an act or omit an act in his operation that will guide his passengers and other street users into the realm of safety."

And now comes the proof! Because she had ridden past her stop to the end of the line, an elderly lady confused by a trainman's uncertain assurance that the car would soon return to her destination attempted to alight from a standing car and fell. The car had been standing at the end of the line for several minutes when this accident occurred, and the crew could not possibly have made any physical contribution to cause the accident. A clear case of "What could I do?"

Suppose the trainman had said, "Lady, just be patient and we will soon return to your stop." This assurance would have prevented her from wandering around and falling. Any act by a trainman or bus driver that tends to keep passengers seated and prevents unnecessary walking in the car will reduce this type of accident.

Clearly called streets and brief, accurate answers to inquiring questions may prevent the wandering of a passenger in search of clearer directions, and a subsequent accident in a car or coach. "Keep your passengers seated" serves as a proper safety slogan for this type of accident.

Of course, passengers do have to walk in a car or coach when they board or alight. There is the story of a little old lady, who ventures on the cars every Sunday on the way to church. Without the foresight of having her fare ready she scurried to a seat and after rustling seven cents from her purse came wandering back to the fare box just as the motorman was reaching the next stop.

Although the car did not make a rough stop the conductor found the little old lady under a seat, when he looked around to see what had caused a lightweight bump. She said "Conductor, you will have to take the seat apart to get me out," and he took it apart.

Following this experience and upon the advice of the conductor this little person boarded the cars after that, clutching her fare tightly and without making a second trip to the fare box.

Would it not seem wise, since people do have to walk in the cars and coaches, to call streets and encourage this movement at a time when there will not be the uncertain movement of a curve or stop? And if some unsteady person does try to move in a starting-up, slowing-down, or curve-rounding car or coach, the helping hand of a conductor is a great safety aid.

Riders of public conveyances and the motorist, pedestrian, and other users of the street soon sense the wild, erratic operation of a street car or motor coach. The calmness of a coach operator or motorman in his work gives a sense of security to his passengers, but one uncertain move of operation may cause them to cling to the seats, and strike a fear in their minds that over-rides the ordinary caution they practice.

It can be said that the street car and bus because of its size and prev-

alence exercises a great influence on the general behavior of other users of the streets. Violations of law, safety, and courtesy by the operator of a coach or car encourage a similar violation by other people. An operator who becomes angry at traffic soon finds himself facing the wrath of some automobilist who can easily outmaneuver the heavier car or coach.

Considering his position as a leader in accepting those things that increase safety, would it not be to the advantage of a motorman or coach operator to observe the vehicle code and the common sense of safety and courtesy?

Why should a trainman or busman accept this responsibility of safety other than to make sure that he has not violated any laws and thereby placed the blame on his shoulders? Society says that as a man assumes power in his life he must also accept the responsibility of directing that power constructively.

Man first learns to walk and the ordinary motion of the physical body is no death-dealing device. But as a man gains power in his mobility, ranging from the operation of an automobile to a street car, bus, train, or aircraft, he must also assume the responsibility of caring for those people around him. Should a man be permitted to operate a street car or bus of destruction? Society places this responsibility in the operator's trust, and his success is measured by acceptance of this trust.

The surrounding of passengers and automobilists with thought and acts of safety is always productive. Otherwise how can a man explain the records of operators of cars and coaches, who complete one year after another with a minimum of non-responsible accidents? If these safety records were spasmodic and not consistent they could be chalked up as luck, but when this attainment is consistent it must be due to intelligent work. These non-responsible accidents can be reduced.

# Personnel Notes

## PASSES



R. A. Pierson

With the passing of R. A. Pierson, former Superintendent of Personnel, the Railway lost one of its most beloved executives. He had been active in the Railway for thirty-seven years and made many friends among the employes. He was most often referred to as "the best friend I ever had." He always held out a friendly and helpful hand to all who came to him with their troubles. His good work as Superintendent of Personnel will live for many years.

Mr. Pierson was born in Pulaski, Iowa, August 15, 1875. He worked for the Chicago City Railway and Des Moines Street Railway before coming to California and entering the service of the Los Angeles Railway April 8, 1903, as motorman. He earned many promotions during his years of service as follows: Dispatcher, Instructor, Assistant Chief Instructor, Chief Instructor, Supervisor of Merit System, Superintendent of Discipline and Merit System, Executive Superintendent of Transportation, and on November 1, 1930, was promoted to Superintendent of Personnel. He retired from active duty June 1, 1940, on account of failing health.

Funeral services were in charge of Bresee Brothers and Gillette who made arrangements so that the hundreds of employees who could not attend the funeral were permitted to pay their last respects at the Chapel. Funeral services were conducted at 1:00 p.m., January 8th, at the Santa Barbara Methodist Church with interment in Inglewood Park Cemetery. He is survived by his widow and two sisters, Mrs. Maud Taylor and Mrs. Pearl Swan.

## ROBEY RETIRES

It is with sadness and a feeling of great loss that we acknowledge the continued absence of one of our outstanding members. An almost fatal attack of pneumonia, a year ago, left Mr. F. F. Robey in such a weakened condition that he will be unable to return to active duty.

His retirement is of interest to many hundreds of the Los Angeles Railway personnel. To them he is known as "Doc", the source of countless epigrams, replete with that inimitable humor, a rare combination of Southern good-will, New England keenness, mid-western energy; displayed on a background as Irish as the shamrock.

His years of service covered what is conceded to be the pioneer period of Pacific coast urban transportation, and all the problems both technical and humanitarian served to bring into display his untiring energy and loyalty to those for whom, and with whom he worked. The faculty of accomplishing results, even by unusual methods was frequently demonstrated, but always in a manner that fostered the admiration of those privileged to have been associated with him.

The Los Angeles Railway family join in a sincere wish that "Doc" and Mrs. Robey may now enjoy many years of happiness in their garden oasis in Bell.

Doc came to the Mechanical Department December 17, 1902, as repairer, and on February 1, 1932, was appointed foreman of Division 2 Car House. On August 1 of the same year he was promoted to Assistant General Foreman of Car Houses and on July 1, 1940, was made Assistant Superintendent of Car Houses and Street Inspectors.

Doc resides at 4703 Clara Street, Bell, and will be happy to see his friends any time for a friendly chat.

## OBITUARY

The wife of Rufus B. Burnett, Motorman, Division 1, died January 22, 1941.

John Charles Schneider, Painter, Mechanical Department, died December 23, 1940. He was born July 16, 1885, in Los Angeles, California, and entered the service as Painter in the Mechanical Department June 24, 1905.

William Allen Pilon, Motorman, Division 4, died January 1, 1941. He was born in Bangor, Maine, May 25, 1883, and entered the service as Motorman, Division 2, February 20, 1923, transferred to Division 4, July 10, 1932, transferred to Division 1, February 19, 1939, and back again to Division 4, September 24, 1939.

James William Gilreath, Motorman, Division 3, died January 1, 1941. He was born in Knoxville, Tenn., January 12, 1882, and entered the service as motorman February 9, 1921.

The wife of William Brotherton, Motorman, Division 4, died December 22, 1940.

## BELLS

Motorman L. E. Klinger (Division 5) married to Miss Ruby E. Shaw on December 7.

Conductor F. Jones (Division 1) married to Mrs. Dorothy Schatz on December 14.

Conductor Roland Ed. Damm (Division 4) married to Miss Margaret A. Jokisch on January 4.

Conductor J. O. Ashcraft (Division 1) married to Miss Mildred Montgomery on January 9.

Motorman W. W. Richardson (Division 3) married to Miss Elizabeth Leonard on January 11.

Motorman D. W. Seckels (Division 1) married to Miss Fern Yater on January 12.

Motorman Bill Gracin (Division 4) married to Miss Jean Harris on January 18.

Motorman R. W. Morgan (Division 5) married to Mary G. Frease on January 18.

Car Repairer Winston Brown (South Park Shops) married to Miss Virginia Bush on January 19.

Coach Operator William D. Moorhead (Wilshire Line) married to Ruth Violet Isackson on January 19.

Coach Operator Charles R. Beck (16th Street) married to Thelma Belle Brown on January 23.

## YELLS

Edward Joseph, born to Motorman (Division 1) and Mrs. P. H. Despars on December 8.

Ella Margit, born to Conductor (Division 1) and Mrs. W. C. Jones on December 14.

Thomas Burton, born to Motorman (Division 5) and Mrs. J. F. Christensen on December 14.

Deanna Kay, born to Conductor (Division 1) and Mrs. R. A. Roberts on December 19.

Arlen Noel, born to Motorman (Division 1) and Mrs. E. L. Webb on December 25.

Linda May, born to Motorman (Division 1) and Mrs. H. W. Fisher on December 28.

Linda Lucille, born to Motorman

(Division 1) and Mrs. A. L. Rowley on January 3.

Clarkie Cortney, born to Motorman (Division 4) and Mrs. C. C. Crow on January 4.

Marita Ann, born to Coach Operator (Olympic) and Mrs. Frank E. Epp on January 6.

Nancy Mildren, born to Conductor (Division 3) and Mrs. L. T. Staten on January 16.

Diane Lee, born to Conductor (Division 3) and Mrs. D. J. King on January 19.

Howard Dale, born to Motorman (Division 3) and Mrs. G. E. Broman on January 25.

Mary Louells, born to Motorman (Division 4) and Mrs. L. E. Grubb on January 25.

Nelson Dale, born to Mechanic (16th Street Garage) and Mrs. Nelson B. Leiser on January 27.

Edward Earl, born to Operator (Wilshire) and Mrs. Elroy Havins on February 2.

## PENSION ROLL

Hartley Silas Nutter, Machinist, Department 10, Mechanical, was placed on the Pension Roll, effective December 13, 1940. Mr. Nutter entered the service as Machinist May 10, 1910. His present address is 5921 S. Bonsallo Ave., Los Angeles, California.

James Andrew Johnson, Conductor, Division 5, was placed on the Pension Roll, effective December 13, 1940. Mr. Johnson entered the service as Conductor Division 5, December 22, 1919. His present address is Dairy, Oregon.

William Andrew Hubbard, Flagman, Transportation Department, was placed on the Pension Roll, effective December 20, 1940. Mr. Hubbard entered the service as Motorman, Division 2, January 12, 1906, transferred to Division 3, April 1, 1923, appointed Flagman, Transportation Department July 28, 1929. His present address is 5207 Loleta Avenue, Eagle Rock, Calif.

Thomas Achael Brewer, Motorman, Division 1, was placed on the Pension

Roll, effective December 22, 1940. Mr. Brewer entered the service January 24, 1920, as Motorman Division 2, transferred to Division 1, July 31, 1932. His present address is 401 East 59th Place, Los Angeles.

## A POEM

The following selection is taken from the Christmas Issue of "Mutual Mutterings," published quarterly by Mutual Benefit Health and Accident Association, Omaha, Nebraska.

### YOUR JOB

Wherever you're working—in office  
or shop,

And however far you may be  
from the top—

And though you may think you're  
just treading the mill,

Don't ever belittle the job that you  
fill;

For, however little your job may  
appear,

You're just as important as some  
little gear

That meshes with others in some big  
machine

That helps keep it going—though  
never is seen.

They could do without you—we'll  
have to admit—

But business keeps on, when the  
big fellows quit!

And always remember, my lad, if  
you can,

The job's more important—(oh  
yes)—than the man!

So if it's your hope to stay off the  
shelf,

Think more of your job than you  
do of yourself.

Your job is important—don't think  
it is not—

So try hard to give it the best  
that you've got!

And don't think ever you're of little  
account—

Remember, you're part of the total  
amount.

If they didn't need you, you wouldn't  
be there—

So, always, my lad, keep your  
chin in the air.

A digger of ditches, mechanics, or  
clerk—

THINK WELL OF YOUR COMPANY,  
YOURSELF, AND YOUR WORK!

—Author Unknown.

# CHRISTMAS FUN

A LITTLE LATE  
REPORTING THE  
CHRISTMAS  
FESTIVITIES,  
BUT SINCE



*Prize Winners,  
Main Building*

EVERYONE VOTED  
THEM SUCH  
SUCCESSSES WE  
FELT THEY  
RATED A PAGE,  
EVEN IF IT IS  
FEBRUARY!



*Main Building*



*Sixteenth Street Coach Division*



*T. U. C.*



*Spectators at  
South Park  
Shops*



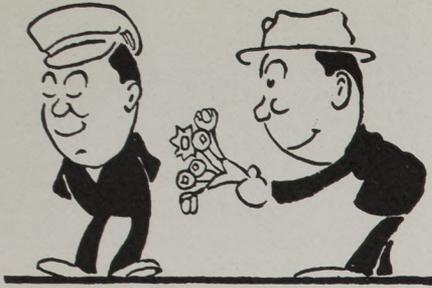
*T. U. C. Entertainers*



*South Park Shops  
Entertainers*



*South Park Shops  
Food Table*



# PATRONS

## "TAKES OFF HAT TO DRIVER 281" . . .

"I wish to take my hat off to the bus driver 281 (G. R. Van Auken) of the Florence-Soto line and give credit where credit is due.

"Last night at 9:45 p.m. on Pacific Blvd. in Huntington Park, this driver stopped his bus, got up and helped a blind man on the bus, led him back to a seat, a very noble deed, and as the signal was against him he lost no time in this. I rode from General Hospital to 67th and Crenshaw, watched his driving and he used safety first in his driving. I have driven a car since 1912 and never have had an accident as yet. I am 68 years old and ought to know that he is a careful driver (not boasting). If the LARY Company wants to know these deeds, I am glad to write this. If not, I am pleased in my own mind to know there are men like him."

A. G. BROOKS,  
10024 S. Grevillea Ave.,  
Inglewood

## "A GREAT CREDIT" . . .

"For several years I have been riding quite often on the No. 10 car.

"Many times and more frequently lately the conductor has been No. 2858 (A. R. Miller, Div. 3)—I do not know his name.

"I want to say a few words in his praise. He is always smiling and often has some nice little remark as one gets on the car, and is exceptionally kind and courteous, especially to older people or those in any way incapacitated, and I have often remarked to others on his personal appearance, always so neat, shoes polished, clothes pressed, tie and collar carefully adjusted, etc. In every way he is a great credit to the company.

"Am sure you are always glad to get such reports and would be very glad if you pass this on to him.

"This season of the year one likes good wishes."

MRS. L. A. HEVELEY,  
4415 Wilton Place,  
Los Angeles

## "THANKS FROM PATRON"

"Several days ago I had occasion to board a westbound car on West Adams Street on my way to work. To my surprise and embarrassment, I discovered I had a \$20 bill and only four cents in change. I of course did not expect the conductor to change the bill and asked that he leave me off at the next stop. Instead he reached in his pocket and handed me three cents to complete my fare.

"While the amount involved is small, I nevertheless consider it just as much an obligation to repay as if it had been a much larger amount, and in order to convince your employe that I was sincere when I said I would return the loan, am enclosing 3c in stamps, which I will ask be turned over to Conductor 2771 (G. J. Holmdahl, Div. 4) with the sincere thanks of the undersigned."

L. P. GILLIG,  
2700 S. Budlong Ave.  
Los Angeles

## "ESPECIALLY ATTENTIVE"

"On returning from a trip to San Francisco, I yesterday morning took car 1221 from the Union Depot uptown.

"I noticed that conductor 3104 (L. E. Stump, Div. 4) was especially attentive to the needs of passengers. At the depot he carried some luggage from curb to car, and at a stop uptown took a suitcase out of the car and down to the street so that a lady could look after a small child.

"He also made several pleasant remarks to people getting on and off and seemed to be doing his bit to make other people happy, though he did not overdo it."

GEO. L. DAVENPORT, JR.  
1430 W. 52nd St.,  
Los Angeles

## HONESTY COMMENDED . .

"I wish to commend conductor No. 1970, (Mr. S. C. Webster, Div. 5), to you for the return of a package which I left on the No. 5 car of which he was the conductor.

"The package was valuable to me."

MRS. MAY E. BLAIR,  
3401 Pepper Ave.,  
Los Angeles

## QUALITIES OF GOOD DRIVER . . .

"It is a pleasure for me to commend to your attention driver No. 777 (K. E. Funk) on the Olympic bus.

"He certainly is endowed with those qualities which go to make up a good driver, being courteous and has the comfort of his passengers at heart.

"Not alone does he call out the different streets, but in addition has the happy faculty of telling his passengers what bus or car to take at the various stopping points."

"Very often your company is blamed for the negligence of its drivers and therefore it is a pleasure to call attention to one, who has the interest of his company at heart."

CARL J. S. MENSING,  
3972 West Ninth St.,  
Los Angeles

## EXCEPTIONAL COURTESY

"Using your Alvarado bus line quite frequently I cannot help remarking about the exceptional courtesy of your driver No. 115 (L. M. Hamilton).

"It is difficult for my mother to get on and off the buses and it is never too much trouble for him to drive close to the curb so that she can get off and on more easily.

"Service such as this is surely a credit to your company."

FREDA STECKELBERG,  
1801½ 12th Place,  
Los Angeles.

## EMPLOYEES CITE THANKS . . .

"A number of employes of the Sears Roebuck Company at 9th and Boyle wish to acknowledge the splendid service of Operator 103 (C. A. Malin). He is so courteous and obliging and his cheerful disposition makes the trip home after a day's work more pleasant."

MRS. N. O. KASSON,  
No address shown.

# PLAUDITS



## APPRECIATE KINDNESS . . .

"Will you please see that conductor 822 (R. R. Ferguson, Div. 5) of the No. 7 car line going out beyond Manchester Ave. receives the ten cents inclosed. I had only a ten dollar bill to pay my fare. He could not change the bill so he very courteously gave me the fare from his own pocket. I am an old lady and appreciated his kindness and want very much to reimburse him. Thank you."

MINNIE EASTMAN  
(No address shown)

## MODEL OPERATOR . . .

"On many occasions I have ridden the bus that connects with your "5" line at Verdugo Road.

"Permit me to say a word of commendation in re: your operator No. 39 (W. E. Rinker). I do not know his name.

"I have never met a more courteous young man or a more careful driver and when it comes to neatness he could well be used as a model for any operator to copy, and he is contented.

"I believe in passing along some of the worthwhile things of life; that is my reason in writing to you.

C. S. MYERS,  
309 N. Townsend Ave.  
Los Angeles

## From Our Mail Sacks Also Come Letters of Commendation to:

### TRAINMEN

J. P. Anderson, Div. 5  
O. W. Andrews, Div. 4  
E. V. Athenous, Div. 1  
J. W. Bell, Div. 5  
S. L. Bragg, Div. 3  
W. F. Brim, Div. 5  
N. W. Broyles, Div. 4  
J. M. Bunch, Div. 5  
R. H. Burchell, Div. 3  
\*E. A. Burgess, Div. 4

L. J. Caudle, Div. 1  
R. Chase, Div. 4  
L. M. Coe, Div. 5  
W. F. Curry, Div. 1  
C. C. Dalzell, Div. 4  
J. Danek, Div. 4  
C. E. Dennis, Div. 3  
R. S. Drew, Div. 5  
D. H. Eccles, Div. 3  
V. J. Ekberg, Div. 1  
H. L. Embree, Div. 4  
L. L. Everett, Div. 1  
H. C. Ferguson, Div. 3  
H. L. Foss, Div. 4  
C. D. Frey, Div. 4  
I. Gasparro, Div. 3  
J. M. Gilleese, Div. 4  
G. S. Gould, Div. 4  
H. W. Gustafson, Div. 3  
A. J. Hancock, Div. 1  
L. M. Heft, Div. 4  
S. C. Hodel, Div. 4  
\*H. S. Holcomb, Div. 4  
J. T. Horner, Div. 1  
G. D. Howard, Div. 4  
R. F. Howard, Div. 4  
A. H. Huffmeier, Div. 5  
T. C. Isbell, Div. 3  
H. F. Keiser, Div. 1  
R. M. Kelly, Div. 1  
G. Kerr, Div. 5  
G. R. King, Div. 1  
A. M. Krieb, Div. 1  
L. P. Larsen, Div. 5  
O. J. Locklear, Div. 4  
J. W. Martin, Div. 4  
G. M. Maxwell, Div. 5  
R. T. Melton, Div. 4  
A. R. Miller, Div. 3  
F. B. Moreland, Div. 4  
C. G. Munroe, Div. 5  
V. E. Munyer, Div. 5  
C. S. Murphy, Div. 5  
R. McClelland, Div. 1  
J. J. McFarlane, Div. 4  
F. M. Osborn, Div. 3  
W. T. Pouse, Div. 1  
H. L. Raines, Div. 5  
J. C. Robeson, Div. 5  
C. A. Rogers, Div. 4  
G. A. Seale, Div. 5  
R. S. Shaffer, Div. 4  
L. M. Simmons, Div. 5  
E. F. Smith, Div. 4  
J. H. Stanley, Div. 5

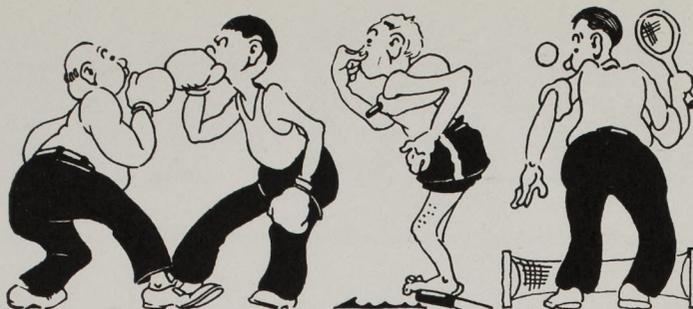
T. D. Starks, Div. 4  
\*L. T. Staten, Div. 3  
S. G. Steffenson, Div. 3  
L. E. Stump, Div. 4  
C. W. Thompson, Div. 4  
W. W. Vance, Div. 4  
G. W. Van Diver, Div. 4  
C. H. Wallace, Div. 5  
L. F. Walton, Div. 4  
L. L. Weingartner, Div. 4  
E. H. Wendt, Div. 5  
C. H. Wheaton, Div. 3  
C. F. Wheeler, Div. 4  
M. L. White, Div. 3  
H. U. Woolsey, Div. 4

### OPERATORS

D. G. Barstow, Olympic  
R. D. Blum, Crenshaw-Vine-La Brea  
G. H. Boos, Crenshaw  
C. M. Campbell, Wilshire  
A. A. Carrizosa, Florence-Soto  
M. S. Chapdelain, Wilshire  
C. G. Clymer, Clerk, Coach Division  
W. W. Erickson, 1st Street  
H. W. Ernst, Wilshire  
J. W. Faught, Slauson Ave.  
G. W. Graves, Crenshaw-Vine-La Brea  
P. E. Hoover, Beverly  
D. W. Jackson, Sunset  
J. W. Jobe, Jr., Wilshire  
D. C. Johnson, Sunset  
O. F. Johnson, Normandie  
\*\*R. F. Knauf, Western  
O. L. Lahman, Figueroa  
\*M. A. Martel, Wilshire  
\*C. H. Martin, Western  
E. D. Mullaly, Beverly  
F. R. Newbill, Alvarado  
E. D. Ohanian, Alvarado  
F. A. Palfreyman, Beverly  
J. F. Parisen, Manchester  
P. P. Patterson, Crenshaw-Vine-La Brea.  
T. G. Scott, Sunset  
F. L. Shafer, Beverly  
F. L. Srack, Vermont-Glendale-Riverside  
B. B. Temple, Beverly  
\*B. B. Towsley, Figueroa  
H. A. Walters, Fairfax  
K. R. Wehinger, Western  
E. H. Wheelchell, Silverlake

Note: Each asterisk represents one additional commendation.

# SPORTS



## TIGHT GAMES FEATURE BASKETBALL

Team play has improved and competition become keener as the second round of the basketball league got under way, with 16th Street holding the lead but being closely pressed by Vernon, with Division 3 mathematically in the running.

Games were running along as expected until the night of the feature clash between 16th Street and Vernon. This game was a corker throughout with 16th Street getting away to a good start to hold a half-time lead of 18 to 13. Vernon, always a strong last-half contender, went to town and kept plugging away at that lead until they found themselves on top only to lose out again to the tune of 34 to 33. Some experts contend that Vernon needs a course in "freezing the ball" but you can't take anything away from 16th Street. It takes a champ to whip a champ and it looks as if 16th Street is just that. Better be on hand when these two teams meet again on March 11—it promises to be some game.

Apparently there were a number of amateur scorekeepers at the Vernon-16th Street clash, everyone having a different count when the final gun barked. Remember, the official scorekeeper is always right.

Vernon defeated, attention turned to Division 3 and the possibility of them hanging Old Man Defeat onto the tail of 16th Street. However, they were polished off 44 to 25 by Vernon and the cause seemed lost; that is, to everyone except Division 3. They came out strong on the evening of January 21 holding their

own during the first half, trailing only 13 to 8. 16th Street got hot during the second half—final, 31 to 18 and Division 3 had dropped two in a row.

Divisions 4 and 5 have played good ball all season, their best games were against each other with each team winning one. Four drew first blood by the score of 29 to 28 in the opening game of the season, while Division 5 improved enough to take their measure at the next meeting 28 to 27.

Division 1 and Shops haven't been able to get started to date.

Games are played every Tuesday and Thursday evenings at Manual Arts High School. Drop over some time—7:30 p.m. first game time.

## Scores of Games Played to Date DECEMBER 27TH

1st Game	Half Final
Shops .....	19 27
Division 3 .....	20 39
2nd Game	Half Final
Division 4 .....	8 32
Division 1 .....	9 12

## DECEMBER 19TH

	Half Final
16th Street .....	18 34
Vernon .....	13 33

## JANUARY 7TH

1st Game	Half Final
Division 1 .....	7 9
16th Street .....	25 51
2nd Game	Half Final
Division 4 .....	16 32
Shops .....	8 18

## JANUARY 9TH

	Half Final
Division 5 .....	12 24
Vernon .....	33 50

## SCORES OF RECENT GAMES

### DEC. 15, 1940—AT VERNON YARDS

											R. H. E.
Verdugo Cardinals .....	0	1	0	0	0	0	0	0	0	0	1 6 2
All Stars .....	0	0	0	0	1	1	0	0	0	x	2 5 0
Batteries: L. Hoff, Hank and B. Hoff; Templin and Burlingame.											

### DEC. 22, 1940—AT VERNON YARDS

											R. H. E.
G. M. C. Trucks .....	0	1	0	0	1	0	0	0	0	0	2 2 2
All Stars .....	0	1	1	0	0	1	0	3	x		6 6 2
Batteries: Wright and Ernst; Woodward and Smith.											

### JANUARY 12, 1941—AT VERNON YARDS

											R. H. E.
Broncos .....	0	0	0	1	0	1	0	1	0		3 7 2
All Stars .....	0	0	1	0	0	0	0	0	0		1 13 3
Batteries: Garcia, Armando and Carrillo, Lupe; Widick and Smith.											

### JANUARY 19, 1941—AT VERNON YARDS

											R. H. E.
All Stars .....	3	0	2	0	0	2	0	0	0		7 15 3
Maywood .....	3	0	0	0	0	0	0	0	0	1	4 7 2
Batteries: Woodward and Smith, Templin; Daniels and Rhoades.											



**JANUARY 14TH**

1st Game	Half Final
Division 1	17 21
Division 5	8 26
2nd Game	Half Final
Vernon	19 44
Division 3	15 25

**JANUARY 16TH**

	Half Final
16th Street	25 39
Division 4	10 26

**JANUARY 21ST**

1st Game	Half Final
Division 5	18 35
Shops	13 24
2nd Game	Half Final
Division 3	8 18
16th Street	13 31

**JANUARY 23RD**

	Half Final
Vernon	21 39
Division 4	3 20

—(End of First Round)—

**JANUARY 28TH**

1st Game	Half Final
Division 5	7 28
Division 4	14 27
2nd Game	Half Final
Division 3	25 41
Shops	17 31

**JANUARY 30TH**

	Half Final
Vernon	2
Division 1	0
Won by Forfeit	

**FOLLOWING THE ALL-STARS**

The L. A. Railway All-Stars baseball team is deserving of a better break in the weather than they have been getting. Every time the team hits a winning streak—bingo! rain—and the spell is broken.

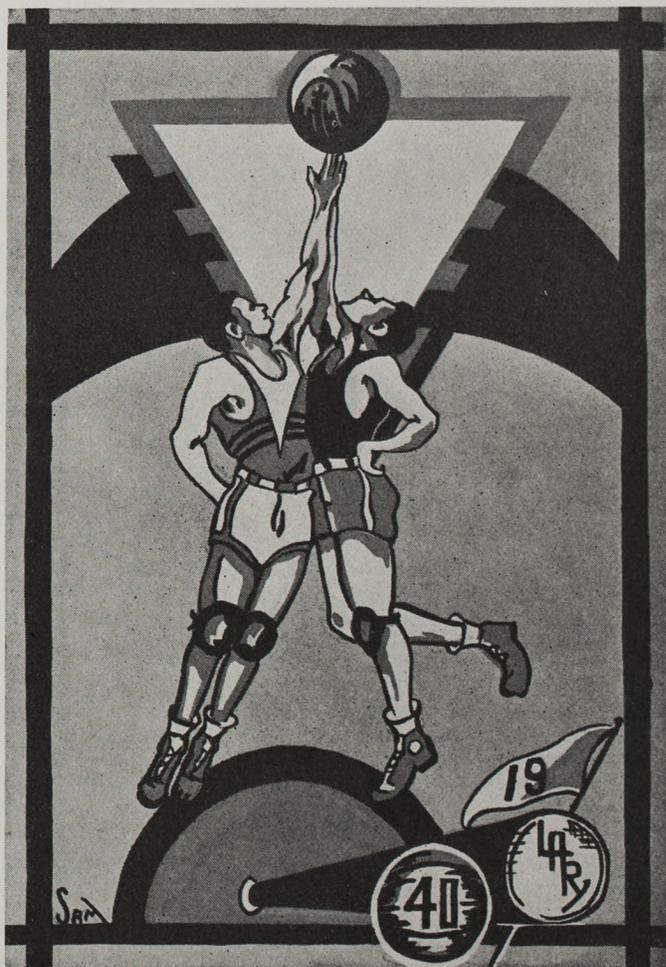
The team lost a tough one to the Broncos by the score of 3 to 1 when they did everything except score runs, but such is baseball, one team does all the hitting and the other team scores all the runs.

There will be one more game to be

played after this issue is released. On February 16 the All-Stars meet Monte Vista A. C. at the Arroyo Seco No. 1 diamond, located at Avenue 43 and Arroyo Speedway. Why not drop over there at 1:30 p.m. on the 16th and give the team a send-off?

Mother: "That brazen Miss Vamp boasts that she has been kissed by every married man in town except one!"

Father (absently): "I wonder who he can be?"



Basketball action well depicted by artist Arballo, Vernon Yard.

**LEAGUE STANDING**

January 30, 1941

	Won	Lost	*P.S.	*P.S.A.
16th Street	6	0	224	126
Vernon	6	1	249	142
Division 3	5	2	190	190
Division 4	3	4	194	195
Division 5	3	4	180	215
Shops	1	6	175	248
Division 1	0	7	83	179

\*P.S.—Points scored.

\*P.S.A.—Points scored against.

# Good Year for the Credit Unions

## M & E NO. 2770

By C. H. HARDY

The LARY M & E Credit Union The LARY M & E Federal Credit Union No. 2770 held its annual meeting and election of officers on the evening of January 17. A fine representation of members was present from the following departments: South Park Shops, 16th Street Garage, the Lie and Power Departments, Vernon Yards and the Substations. The expense budget for the ensuing year was voted on favorably by the members. A 5% dividend was declared and ordered distributed to the members.

Assets at the end of the past year amounted to \$54,083.13. Total active accounts, 550. A total of 1276 loans since organized amounted to \$145,928.19. Outstanding loans at the end of the year totaled \$49,583.37. Shares outstanding at the end of the past year amounted to \$50,761.17.

The following are the officers for the year 1941: Directors, Shelby Brown, president, and Austin Kilgore, vice-president, from South Park Shops; D. J. Sullivan of the Garage, treasurer; Jerry Coxe from the Substations, clerk; Frank Maloney of the Electrical Department, L. Schmidt from Vernon Yard, and Omar Dean of the Garage.

Supervisory: William Jermy from South Park, chairman; Clayton Clark of the Garage, and Charles Shelton from Vernon Yard.

Credit Committee: R. C. Haslam of South Park, chairman; W. K. Wilson of the Line Department, secretary; Arleigh Frazier of South Park, H. D. Beebe from Vernon Yard, and C. H. Hardy from the Garage.

Educational Committee: Joe Matula, chairman; J. Bailey, J. Bick-



*First Row, left to right: D. J. Sullivan, Treas.; S. T. Brown, Pres.; A. Kilgore, Vice-Pres.; G. A. Coxe, Clerk.*

*Rear Row, left to right: F. Maloney, Director; O. R. Deam, Director; J. C. Clark, Supv. Com.; R. S. Haslam, Crd. Com.; Wm. A. Jermy, Supv. Com.; H. D. Beebe, Crd. Com.; W. K. Wilson, Crd. Com.; C. W. Shelton, Supv. Com.; Chas. Hardy, Cred. Com., and A. Frazier, Crd. Com.*

ford, and Bert Timbs all from South Park, and Charles DeBaun from Vernon Yard.

The Board of Directors appointed J. Steenrod as collector.

At a meeting of the Board of Directors on January 24 it was the opinion of the Board that the interest rate charged on loans made by this Credit Union could be safely reduced to 8/10 of 1% per month on the amount of the unpaid balance and that such new reduced rate would still assure a fair and reasonable rate of return to the depositors on the amount of their investments.

The Board of Directors accordingly passed a resolution making such reduction in interest rates effective February 10 on all loans provided however, that in the case of a delin-

quent loan that all overdue payments be brought up to date before the loan will benefit by this new rate of interest.

## LARCO NO. 3

In Division Three assembly hall, Friday, January 24, 1941, at 8:00 p.m., the members of LARCO No. 3 Federal Credit Union held their third annual meeting since its organization in July of 1938.

The members voted that a five per cent dividend on shares be paid and that it be credited to the members' share accounts. A substantial increase in the treasurer's salary, per month, for the coming year was also voted.

President H. W. Gilmore, Treas-

urer W. H. Hoag, Chairman H. Wescombe of the Credit Committee, and C. Voss, Chairman of the Supervisory Committee, gave some very interesting reports and facts about the growth of our Credit Union since its organization two and a half years ago. President Gilmore also introduced our Division Superintendent, Mr. J. A. Bodley, and he in turn gave us a very interesting talk regarding what he thought of the Credit Union and the benefits to be derived from a membership in an organization of this kind by the employes of the Los Angeles Railway; also what a wonderful thing it was to have an organization of this kind where those of its membership, who found it necessary to seek at some time or other, financial assistance, could do so without having to be burdened by excessive charges and interest for such assistance.

LARCO No. 3 Credit Union now has 356 active members, with a total share deposit of \$20,067.32. During the 12 months just passed, from January 1 to December 31, 1940, we have made 455 loans to our members, ranging in size from \$5.00 to \$750.00. The total amount loaned during the past 12 months was \$40,629.16 of which \$22,141.25 is now outstanding. Our reserve fund for bad loans now stands at \$427.84. Our undivided profits for the past 12 months are \$671.42 as against \$304.74 for the previous 12 months of 1939.

After some interesting and lively discussions on many items of business and policies of our Credit Union for the coming year, the members then voted to adopt or reject same. The following were elected to the Board of Directors for the coming year:

W. H. Hoag, J. B. Seibel, L. E. Thompson, B. Magin. (Messrs. M. O. Brown, J. San Marco and H. W. Gilmore were elected last year by the Board of Directors for a two-year term.)

The Board of Directors elected as

officers for the coming year: H. W. Gilmore, president; J. San Marco, vice-president; W. H. Hoag, treasurer; J. B. Seibel, clerk.

The following were elected to the Credit Committee: H. Wescombe, D. D. Smith. (H. W. Gilmore was elected last year for a two-year term.)

The following were elected to the Supervisory Committee: C. Voss, L. H. Walton and A. W. Saupe.

The Supervisory Committee must be elected each year by the members at large, as is authorized in the Credit Union By-Laws and cannot appoint any one of their members to serve for a longer period of time, as is permitted with the Board of Directors and the Credit Committee.

## ARTHO

By C. H. HARDY

The Artho Federal Credit Union of the 16th Street and Virgil Coach Divisions held its annual meeting and election of officers on the evening of January 17. Reports of committees were read and a 3.75% dividend was declared. Assets of \$17,000 were reported, a gain of about \$7,000 for the year.

The following are officers for the year 1941: Directors, C. G. Austin (LARY), president; H. W. Feller (LAMC), vice-president; F. E. Caldwell (LAMC), treasurer; and J. U. Arant, R. T. Selbo, U. T. Strong and A. E. Chrysler (all LAMC operators).

Credit Committee: W. E. Cramer and M. Ostler (LAMC), and W. P. Farrell (LARY).

Supervisory Committee: E. P. Brule and H. D. Lester (LAMC), P. E. Snider (LARY).

Educational Committee: W. W. Webb (LARY).

## NO. 1

With a capital of \$16,157 and a net earning of over 7% for the year 1940, the shareholders of the Los Angeles Railway Employes No. 1 Federal Credit Union held their an-

nual meeting January 23, to elect officers for 1941. The Board of Directors chosen to set policy matters for 1941 are: Walter Whiteside, President; Earl F. Cummings, Vice-President; S. Underwood, Treasurer; Margaret Phelps, Clerk; Alice Fraser, Howard Lehnhart, and Harold Nelson.

The Credit Committee selected to pass judgment on the granting of loans is composed of William Morgan, Jack Stirling and Ed Schwartz.

Henry King, Clyde Fly and L. C. Grimm were elected to the supervisory committee to check and audit the books.

This Credit Union, which serves all Railway employes in the main office, 1060 South Broadway, reports 1940 to be their most favorable year in that some 124 loan applications were granted in the amount of \$16,264. With no losses sustained to date and with the extremely low operating cost of \$110 for the past year, this Credit Union was able to declare a 5½% dividend to all share-holders.

## DICTATORSHIP

O. C. WHITE

Conductor, Division Three

**A people free whose faith shall be  
in Christ shall never fall.**

**One Nation indivisible with liberty  
where justice reigns for all.**

**But woe shall be unto he who  
rules with iron hand.**

**A mighty nation with man's crea-  
tion alone can never stand.**

**Awaken then, O mighty land  
where one do'eth rule his all.**

**Crushed down, the great shall live  
in hate, their freedom never call.**

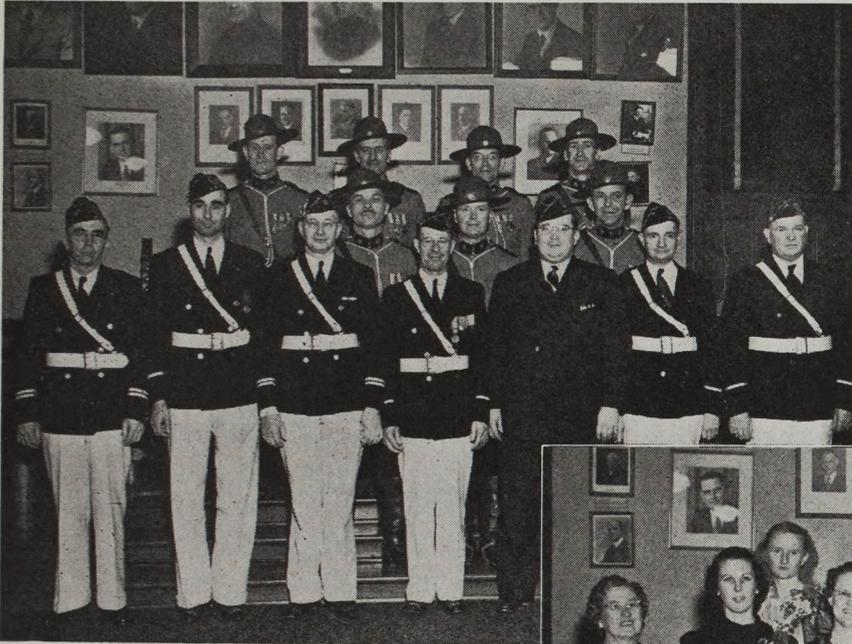
**Cowed down, the wise shall then  
despise a nation's heartless  
guide,**

**Bowed down in slave from birth  
to grave, know not the free out-  
side.**

**Our stars shine on "Old Glory's"  
throne.**

**All hail our upward trip.  
Leave traveled well the road to  
hell with you, Dictatorship.**

# Clubs and Vets



**Vets Club Officers for 1941**  
*Left to right: C. J. Jackson, R. J. Rowe, R. C. Hoyle, E. W. Cotterley, D. D. McClurg, M. Taylor, T. L. Hutchins.*

## **VETS CLUB** By MYRON TAYLOR

Before a large audience the new officers of the L. A. Railway Veterans Club were installed at Patriotic Hall on Tuesday, January 14. The ceremonial work was done by Inglewood Post No. 13 Canadian Legion British Empire Service League, commanded by Past Commander Ed Gutheridge. Most of you are familiar with the splendid work this team puts on, and it is indeed a pleasure to watch them do their stuff.

The following officers were installed for 1941: Commander, E. W. Cotterly; 1st Vice Commander, T. L. Hutchings; 2nd Vice Commander, R. J. Rowe; Adjutant, M. Taylor; Chaplain, C. J. Jackson; Sergeant-at-Arms, D. D. McClurg.

Following the installation, a few entertaining acts were on after which

everybody adjourned to the dining room. It was well into midnight before the crowd started for home, after a very enjoyable evening.

For the coming year the social meetings will be held on the fourth Monday of the month and the Order of the Sword meetings on the second Tuesday of each month.

The club has had a most successful year and with the help of the members, it should and will be an even bigger year. It is up to the members to give the same support for the coming year to our new Commander, Ed Cotterly. Commander Hoyle and his officers worked hard last year and certainly did a real job for which they are to be congratulated.



## **Vets Club Auxiliary Officers for 1941**

*Front Row, left to right: J. Clark, Treas.; O. Boyce, Jr. Vice.; E. Wickham, Sr. Vice.; S. Hannan, Pres.; E. Williams, Conductress; M. Freivogel, Sec.; G. Taylor, Chaplain.*

*Back Row, left to right: N. Rowe, Patriotic Instructor; E. Duncan, Standard Bearer; E. Hoyle, Color Bearer; T. Madigan, Guard, and E. Staten, Trustee (not in picture).*

Our Sergeant-at-Arms, you know, if you attended the installation, was equipped with everything but a horse but since that time, believe it or not, Mac has been presented with a horse. Haven't time to tell you much more about our mounted Sergeant-at-Arms, all I can say is attend the next meeting and see for yourself.

## VETS CLUB AUXILIARY

By MARIE FREIVOCEL

As the new scribe for Two Bells I will endeavor to keep you up-to-date on the news of the activities of the L. A. Railway Veterans' Club Auxiliary.

Installation of officers of our Auxiliary was held in Patriotic Hall, 1816 South Figueroa Street, on the evening of January 14. This proved to be a colorful evening as the newly-elected and retiring officers appeared in formal gowns with lovely corsages. A large number of friends witnessed the rites.

The following officers were installed by the ladies of the Auxiliary drill team of the Inglewood Canadian Legion Post: Susie Hannon, President; Esther Wickham, senior vice-president; Olive Boyce, junior vice-president; Marie Freivogel, secretary; Josephine Clark, treasurer; Esther L. Williams, conductress; Gladys Taylor, chaplain; Ella Hoyle, color bearer; Edith Duncan, standard bearer; Norma Rowe, guard; Theresa Madigan, patriotic instructor; and Evelyn Staten, trustee.

The drill team performed the floor work and installation ceremonies in their usual perfect manner.

A round of applause should be given the retiring staff of officers, who worked so diligently during the past year. To Esther L. Williams, retiring after serving capably as president for two years, was presented the past president's pin; Gladys Taylor received a beautiful bedspread from the Auxiliary for her untiring efforts, especially in behalf of the recent bazaar; Ella Hoyle, retiring secretary, and Josephine Clark, retiring treasurer, were presented pins symbolic of their offices. Susie Hannon presented the retiring president with a beautiful bouquet; and she in return presented Susie with a huge bouquet. Susie also received a gift and an orchid from her husband, C. Hanon. The retiring president,

Esther L. Williams, was presented an American flag (her wish), as a gift from her retiring staff of officers.

Mrs. Alice Deane, our first president and a life member, was escorted to a seat of honor.

After the installation ceremonies, refreshments were served at long tables in the dining room, decorated beautifully for the occasion.

Our February monthly meeting will be held in Patriotic Hall on Tuesday evening, February 11. The new president is looking forward to a successful year and hopes that all new officers will be present. Any prospective member is welcome.

## AMERICAN LEGION

By AL BREHM

Each month of the year has some special significance to members of the American Legion. February, for example, is designated as Patriotic month, and on the 18th this Post with the cooperation of our Auxiliary will celebrate Washington's birthday at which time it will present a program on Patriotism and Americanism to

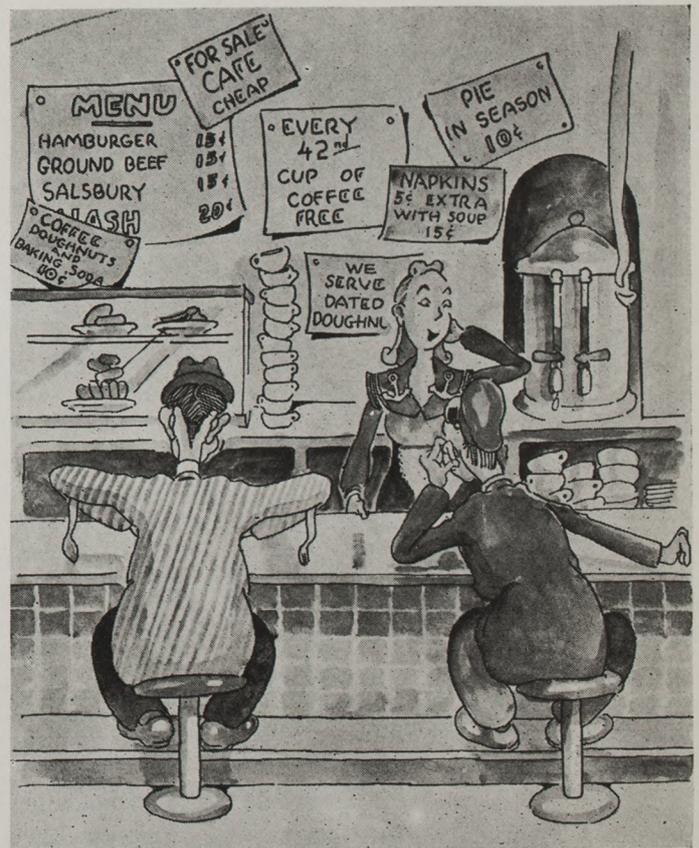
which it is our pleasure to extend to each and every one of you a cordial invitation.

Friday, January 31, we conducted our eighth semi-annual School Award Presentation at the Berendo Junior High School at which time we made three young lads and three young lassies better and happier American citizens. First awards were presented to Robert William Perry and Senta J. Osoling by Comrade Leo Leasman, School Award Chairman for our Post as well as the Seventeenth District; second awards went to Alvin Spire and Irene Lipshutz and were presented by Betty Roche, and third awards were presented to Jerry Jones and Blanche Lee Ramie by Betty Leasman. To be chosen as the happy recipient of this award comes as a complete surprise as only the principal of the school is aware of the selections made.

Seventeenth District Chaplain Soderstrom rendered the invocation, followed by our own Comrade Ed Roche, who gave an inspiring talk on Americanism. Needless to say Comrade Roche is an outstanding

*"I'm sorry,  
we're out  
of hash  
but I can  
give you  
something  
just as  
bad!"*

—Guy Gifford.



orator and his talk was received with an overwhelming round of applause by the crowd which not only filled the auditorium, but the corridors as well.

Mr. John F. Dalton of the Board of Education, rendered high praise to our Post and Auxiliary for their fine work in Americanism and for the interest shown in the students of the Berendo Junior High School.

Among those attending from the Post were Commander Detrick, Comrades Leasman, Roche and Manning. Mesdames Leasman, Detrick, Roche and Favour were among the ladies from the Auxiliary who were in attendance.

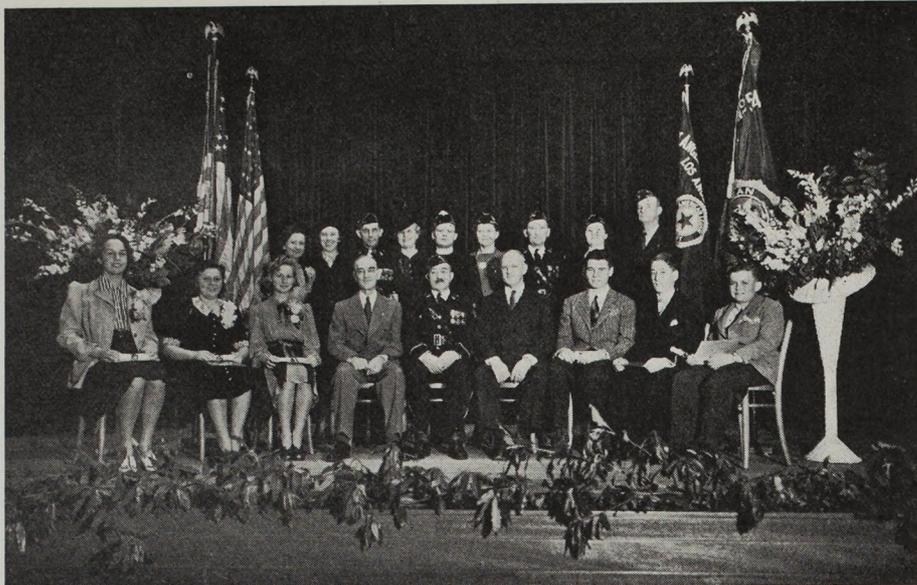
To Mr. Fred Shoemaker, principal of the Berendo Junior High School, we extend our sincere thanks for his fine cooperation in the arrangement and presentation of this program. To know Mr. Shoemaker is a rare pleasure and he is to be highly complimented on the splendid work he is doing at this school.

Again we take this opportunity of inviting our eligible fellow-workers to join our Post. The dues are less than one cent per week and surely even the poorest among us can afford that much to be a part of this splendid organization and to have the pleasure of participating in its fine program. Much satisfaction is derived from helping your fellow-man in time of need and this is one of the most important phases of the work of the American Legion.

### AMERICAN LEGION AUXILIARY

By BETTIE LEASMAN

Presentation of school awards by both Post and Auxiliary were made on Jan. 31st, at Berendo Jr. High school, before a very large attendance. At the February 4th meeting of the Auxiliary, Mrs. Lona Davis, Americanism chairman of the Unit, has planned a very fine program on Brazil. February also being the month for Washington's and Lincoln's birthdays, Margaret Detrick will speak on the life of Washington and Bedura



### AMERICAN LEGION SCHOOL AWARDS Berendo Junior High School, January 31

*Front Row, left to right: Blanche Lee Ramie, Irene Lipshutz, Senta J. Osoling, John F. Dalton, member of school board; C. M. Detrick, Fred W. Shoemaker, principal; Robert W. Perry, Alvin Spire, Jerry Jones.  
Rear Row—Members of Post and Auxiliary.*

Davis on Lincoln. Mrs. Jessie Fox will render several patriotic musical selections and Virginia Hogan will sing God Bless America. Seems kinder early to be talking about our Poppies, which we will sell just before Memorial Day, and we will have for our school on Poppy posters and Americanism Essays, The Saint Mary's Catholic School at West Adams and Vermont.

February 11th the sewing club will meet at the home of Mrs. Paul Chapman, 1807 W. 46th St.. This will be a pot luck luncheon, so come early and bring some thing for the luncheon.

Mrs. Bettie Manning Albright is home from the hospital. We wish her a speedy recovery.

Some time in March the Unit will visit the T. B. ward for children at the General Hospital. Let's have those scrap books ready, as these little children enjoy them very much.

### SQUARE & COMPASS CLUB

By W. B. HUTCHINSON

I wish to thank the Club for the expression of confidence you have

shown me in giving me the honor of representing you as your Director of Publicity for the coming year. This is your column, and with your assistance, I will try to have all past, present and future events and functions of the club brought to you through this channel.

The January meeting was held at Van's Cafe, Ninth and Hill Sts., on Saturday the 14th, with over sixty members present and its newly-elected officers in their respective places. The dinner was swell, as usual, and the show, WOW! Are we going places? And Bill Greenwood says "This is only the beginning." After the show our short business meeting developed into a game of "By-Laws, By-Laws, who's got the By-Laws" and I think it developed that Supervisor Charlie Polchow had a set mixed up with his running time book. Among the distinguished guests present were the old standbys, C. D. Clark and Raymond Smith. Oh yes, Oscar Elrod brought his son along and says, "Never again, he made my hair stand on end." We were glad to see some of our recent sick brothers present and hope the rest of you

sick members will be at our next meeting.

The February meeting will be a thing of the past as this copy goes to press, and the March meeting on the 8th will be featured by a stupendous initiation. **BRING IN YOUR PROSPECTIVE CANDIDATES.**

The Instruction Department is getting well represented in our fraternity with the recent Master Masons degrees taken by B. J. Jansz, Clerk, and R. E. Cleland, Instructor. Brother Jansz took the step at Henry S. Orme Lodge, January 16, with the work put on by our able club team, and Brother Cleland was raised at Glassell Park Lodge, January 21 by his own lodge members. A large attendance of the L.A.Ry. brothers at both degrees was proof of our sincerity in the work, and tokens of friendship in the form of emblems were presented in behalf of the club members.

Your future candidates and members can look forward this year to our regular monthly meetings and dinners, where a grand time is always had, and a picnic, ladies' night and special events will all add to our unity, friendship, and brotherly love.

Recent candidates who have joined us are M. J. Storer, Division 4, and W. V. Sweet, Division 3.

Send me your suggestions and eventful happenings which will be of interest to the readers of this column. Thank you.

## WOMEN'S CLUB

By MRS. H. A. DEWEY

January 2—Following the business meeting, the speaker, Chief Clear Sky, last hereditary chief of the Mohawks, entertained with Indian songs and life of the Indians today. A lunch of macaroons and coffee was served by Mrs. A. C. Stover.

January 9—A typical early California setting was given to the luncheon and card party. Mrs. L. B. Meek, in shawl and black lace headdress, received members and their friends. A tiny Mexican basket was given to

those making reservations. The luncheon tables were colorful with Mexican napkins and the club's pottery. The menu provided by Mrs. A. P. Rucker and her committee left nothing to be desired. Mrs. Meek conducted a "Quiz" on California landmarks, the honors going to Mrs. Paul Brown and Mrs. J. T. Watts. Bridge, 500 and bunco were played with first prizes going to Mrs. J. F. McCormick in bridge, Mrs. Louise Thuney in 500, and Mrs. C. Hendricks in bunco.

January 16—Mr. Basil E. Rice, from Major Disaster Emergency Council, gave a very interesting talk on emergency relief. The information left a feeling of security in case of war in our own United States. Dainty open-faced sandwiches were served by Mrs. F. O. Rowbottom, Mrs. J. T. Watts, Mrs. B. E. Timbs and Mrs. R. F. Dwyer.

February 6—"Miss Tilly's Chair," a play by a few members of the Drama Department, will be over before you read this; still there was no need for members to miss the program. It was listed on the post card sent as a reminder at the beginning of the month.

February 13—Something new for our Club will be in the form of a Pot Luck Lunch and Card Party. Guests or those not bringing a dish of food will be charged 25 cents, others 15 cents. For reservations call Mrs. A. P. Rucker at ANgelus 13994, or Mrs. R. L. Wilson at AXminster 0679.

February 20—Mrs. Elaine Anderson Dudley of Goodwill Industries will speak at one-thirty in the club rooms, so don't be late.

Every Tuesday—Do you like to sew or knit? The Red Cross Auxiliary will welcome your help any Tuesday in the club rooms. Tea and coffee will be served at noon, so bring your sandwiches.

## RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, Secretary

The regular monthly meeting of

the Retired Men's Association, was held in the main office, January 9, at 2:00 P.M. Owing to the inclement weather, some of our members thought it wiser not to venture out, as did also some of our entertainers; notwithstanding, there was a fair attendance, and those present voted it as one of the best meetings ever. Mr. Jack Ruenitz, a noted baritone, musical composer, and conductor, sang three selections; Mr. Jerry Heinz, who has been with us on a previous occasion, a young man of high talent, also sang three selections; Miss Sylvia Metcalf, who came to us direct from the Cocoanut Grove where she had been a guest of honor at a luncheon given by noted artists, gave a talk, recited original poetry, and gave a vocal selection. Mrs. Ina Dale, who has been accompanist for us on so many occasions, with Miss Metcalf, led in community singing, in which all the members joined.



Bob V. White, son of R. W. White (Transportation Department) graduated from high school last month and gave a speech on "Achieving Unity" at the Commencement exercises.

# Newsmen Report . . .



## DIVISION ONE

The first Safety Show and Dance of the season was given by Division 1, Saturday evening, February 1. It was a huge success, attended by a large audience, and everyone enjoyed themselves immensely. The highlights of the show were the acrobats, the clown, and the musical Norris family, with fine talks by Mr. C. E. Morgan, Manager of Operations, Mr. L. F. O'Hare, Division Superintendent, and Mr. J. C. Collins, Supervisor of Safety. The dance followed.

Effective January 26, Lines G, K, and Evergreen Shuttle, went one-man, giving the men a chance to take runs as one-man operators.

On January 27 meetings were held at Division 1 and some very enlightening talks were given by Mr. C. E. Morgan and Mr. J. C. Collins. The points stressed were, "Passing Up Passengers," "Complaints," "Courtesy to Passengers," "Running Ahead of Time," and also information regarding one-man operation and buses.

The sick list continues to stay at a high level. A great many have returned after being off ten days to two weeks. Motorman J. Williams returned after being on the sick list for about two months. At present we have on the sick list O. E. Brown, R. A. Fuller, B. R. Parker, C. G. Ward, O. Daniels, J. H. Johnson, A. N. Johnson, J. O. Huffman, W. C. Steele, J. Minear, R. Hollingsworth, R. M. Kelly, B. J. Darneille. L. D. Newburn returned after one month on the sick list.

Z. A. Barrows took a leave of absence and returned with a brand new Chrysler. G. W. Miller took a month to visit his mother in New Jersey, on account of his mother being in bad

health. J. M. Ashcraft is also taking some time off to travel. Motorman J. B. Whitehead is taking three weeks to visit relatives in Texas.

Motorman G. R. King was called back into the service of the United States Navy. Conductor J. R. Tungate was also called back into the service of the United States Navy. Conductor F. J. McCarthy resigned to join the County Fire Department, also Conductor R. L. Seymour resigned to join the Fire Department. W. R. Fleck, R. W. Bushey, R. C. Walker, R. F. Cox, V. L. Stanley, and J. W. Schertzinger resigned to take other positions.

Conductor M. E. Myers transferred to the Stores Department, as stores helper. Five of our men transferred to the Motor Coach Division, namely H. H. Anstine, V. Carringer, M. W. Galbraith, O. L. Thrasher, and W. G. Wholton.

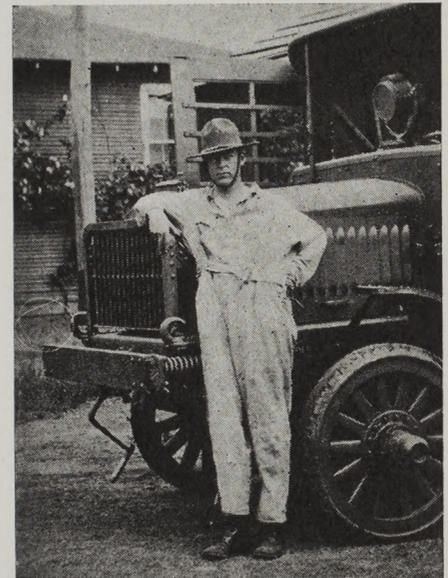
Our sympathy is extended to Motorman R. B. Burnett whose wife passed away on January 22.

Mrs. Anna M. Firman, mother of Conductor (Division 1) E. L. Tree,

died in January. We extend our sympathy to the bereaved.

Motorman T. A. Brewer has been placed on the Special Roll, after being off sick for a long time.

Superintendent O'Hare says: "Our accident record for January was one of the best that we have had."

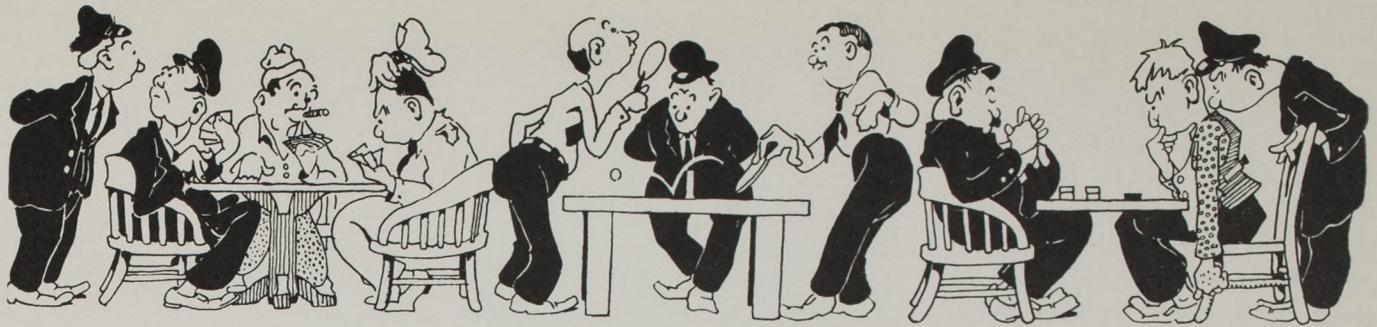


Conductor J. C. Boyce, Division 1, standing beside his favorite war horse at Fort Sills, Oklahoma.

•  
Division  
One  
Rally,  
Safety  
Rally,  
February

1.





### DIVISION THREE

As is his daily habit, Motorman F. O. Herbert arose very early on New Year's Day, but not to perform his regular duties on the street car but in order to get in the front row to view the Rose parade in Pasadena. Getting to the route of parade very early, he had no trouble in finding a suitable place to park his car and with a short walk parked himself right at the most important intersection in Pasadena—Fair Oaks and Colorado. By the time the parade was to start this intersection was one seething mass of humanity. In the mad scramble someone, in brushing by, managed to unbutton Herbert's coat and remove his wallet from his hip pocket. The wallet contained twenty dollars in currency, his 1941 pass, lodge receipts and social security card. Mr. Herbert says he is sixty years old and that this is the first time anyone ever did anything like that to him.

During the first part of January the men who are around the division between the hours of 4:30 and 5:00 a.m. were wondering what could be wrong—some men who had to show up at these early hours were peacefully sleeping while others could be seen standing around in little groups conversing on the topics of the day. There was something wrong; not like it had been for some time but no one seemed to know what it was. At last the mystery was solved, Motorman J. Hellman had been on the sick list for several days. When Hellman is in the assembly room there is no use of anyone trying to sleep, and, as a rule, one would have to talk in a very loud voice to be heard.

While he had been off on the sick list for some time—not in bed all the time, however, as he would loaf around the division quite a lot—the men of Division Three were greatly shocked to learn of the death of Motorman James W. Gilreath who passed away on January 1. Mr. Gilreath was very popular with all the men, and many of them went to Cresse's Mortuary in Highland Park to pay their respects. Services were held in Sieverville, Tennessee, at which place Mr. Gilreath was buried. The men of the division extend their heartfelt sympathy to those bereaved.

Most of the men thought it was rather cold on those frosty mornings along the middle of the month for over their regular uniform coat they were wearing heavy overcoats and many would be seen with mufflers on and sweaters, but Conductor R. P. Martin (says he is young, full of pep, vigor, etc.) just wore a shirt without any sweater beneath.

December 1, 1940 will be a date long to be remembered by Motorman Frank Hendershot, as on that date he received his final citizenship papers. He, like many others who have gone through the same thing, feel like the rest of us but more so now than ever—that there is no place like the good old U. S. A.

On January 28 three meetings were held at this division—at 10:00 a.m., 2:00 p.m., and 8:00 p.m., thus giving every man the opportunity to attend. Almost every member of the division attended and heard the correct facts in the matter of buses and one-man street cars from Mr. C. E. Morgan. Mr. Morgan's talk was very much enjoyed. Mr. Wimberly made a few remarks, and was greatly

pleased with the records being made by the men of this division, and especially the record made on Saturday, January 25, when we had a "no accident" day. Mr. John Collins was also present and made a few remarks along safety matters, and also instructed all in the proper words in which to address alighting passengers. Our own Mr. Bodley closed the meeting, and urged every one and his family and friends to attend the big show and dance to be put on by Division Three at the Pacific Electric Auditorium on Saturday night, February 15, 8:00 p.m.

"On behalf of the children of the Orthopedic Hospital, we thank the men of Division Three, their wives and sweethearts for their help in getting the tinfoil for the help of these children."—Signed, Jeff and Perry.

Conductor A. E. McGown of the "5" line owl is about the greatest contributor to the tinfoil box, but Conductor C. E. Vassar is the lucky one; for in one empty container he recently found twenty-five cents and in another ten cents.

Switchman Jeff Holland is back on the job again after a few days off duty on account of the flu.

Conductor D. A. Kuykendall had been off for about a week with the flu, returned to duty, but must have started too soon, as he had to go on the sick list again.

### MECHANICAL DIVISION

#### Car House No. 1

The following are the new men at Car House No. 1: W. E. Stevens, M. O. Lee, W. O. Hicks, and O. A. Drogs vold.

Bob Smith recently purchased a

home in Highland Park, and he sincerely hopes he won't have to move for a long time.

News is scarce around this Car House. Guess the boys are all leading quiet, normal lives.

#### Department No. 2

Vacationing early this year, W. G. Gregory spent a great part of the time in a dentist's chair, and said he enjoyed it very much (?). He is back on the job now, however, and feeling fine.

H. T. Brown, Mechanical Street Inspector, has returned to work after an extended illness, and it is good to see his smiling face again.

W. R. James has returned to Car House No. 5, after pinch-hitting for W. G. Gregory and H. T. Brown.

#### Car House No. 3

W. I. Green, Asst. Car House Foreman, is taking his vacation early this year.

F. Marshall, M. Kraker, and H. A. Brown are back to work after an early vacation.

The 5% dividend declared at a recent meeting of the Federal Credit Union was welcomed by its members at this Car House, and had them all smiling. Where else can you get that much return on your investment and do as much good for your fellow employees?

Jimmy Bradley, Assistant Foreman, days, has had most of his car fenders marcelled. Tough luck, Jimmy, but it is a good thing that they will bend.

Bud Magin was elected to the Board of Directors of the Federal Credit Union, and Harry Wescombe to the Credit Committee.

Pat Knight is getting a little daylight, replacing employes absent on vacations.

Mary Dews and Pearl Graham are still on the sick list, but are improving steadily.

Lillie Hart recently returned from an early vacation.

#### Car House No. 4

W. O. Weiser has been inducted in the Army for a year of service.

C. O. Sather and V. E. Bishop are



*"Don't be silly! You see this sign in some of the very best restaurants!"*

*—Guy Gifford.*

*At right: The 3 ambitious looking boys, Dickie, Bobby and Tommy, are of the sons of Motorman (Division 3) and Mrs. Merle Dorsey.*



*The young miss Ann, 7 months, at right is Judith daughter of Conductor (Division 3) and Mrs. G. A Hunt.*



the new men at Car House No. 4.

M. R. Hamilton is the first on the 1941 vacation list and we understand he spent his time resting at home.

#### Car House No. 5

Walter Alport traded his old car in on a good used one. He had it only a few days when someone stole

the fog lights.

C. R. Fulton has also been trading cars. He "swapped" his Oldsmobile for a Studebaker that is in perfect condition, one that some old lady had who was too old to drive and too poor to hire a chauffeur.

Holbrook Lair has bought a hillside lot on Ventura Boulevard and is going to build a house on it. We will wager that he won't be a bachelor very long even though Leap Year has passed.

Ray Shire started the New Year right by taking his vacation the first week.

Frank Shapos played the part of the Good Samaritan recently when he offered a young lady a ride. She told him her hard-luck story so Frank opened his wallet to give her a dime, and she snatched the wallet and jumped out of the car before Frank could say "Jack Robinson." He claims there was only \$.75 in the wallet and that after all it was an old one. In fact, he was going to give it away the first chance he got.

Someone has gained the name of the "Whistling Electrician" at this Car House. WHO can it be????

Fred Shaw, we understand, has joined the better automobile class by trading his Studebaker (not the one Fulton has) for a Dodge.

J. Inman made a trip to Las Vegas on his wedding anniversary. A very pleasant trip was reported.

### 16TH STREET COACH

E. Phillips, the rural chap who has chronic hard luck, decided to convert one of his hogs into pork chops recently. While being hoisted into a truck the porker emphasized his objections to the one-way ride by kicking Phillips in the face, breaking his glasses.

The recent holiday season was also a family reunion for M. M. Erskine who was visited by his brother Cy whom he had not seen or heard from for 25 years.

J. J. Cawley is proud of his 7 year old daughter Jeanette, personality singer, who recently won a



*Mr. and Mrs. Harved C. Flammang (the bride was formerly Violet B. Perry, daughter of Motorman W. P. Perry, Division 3), who took the marital vows on November 24.*

scholarship in the Better Babies Contest of the Evening Herald and Express.

L. R. Cook returned from a vacation spent in Oregon.

Many coaches are now equipped with a new handy changer and transfer rack. This device was developed by Percy Bosanko of the Garage body department.

Bill Haynes is proud of the fact

that he has recently completed 14 years of service without a miss-out.

We understand that a benefactor presented Kenny Funk with a snood to prevent his hair from falling in his eyes.

The 16th Street Coach basketball team is quite proud of winning six games in a row this season.

New men on LAMC lines operating out of 16th Street are H. F. Myers, B. Reno, R. D. Gallagher, G. M. Erhardt, H. P. Hunt, R. L. Wilhite, J. A. Hudgeons, T. H. Allison, J. W. Draper, T. M. Wilson, W. L. Currans, F. W. Cox, L. L. Hunt, G. J. Taylor, S. A. Collins, J. E. Whitmer, K. A. Olson, and W. R. Dodge.

New men on LARY Coaches are O. C. Bullock, R. E. Collins, W. M. Fraser, A. D. Robinson, P. E. Glas, J. J. Sedia, L. C. Manigel, N. Williams, J. Owens, D. M. Graham, M. E. Walter and L. Hudgens. Those coming from Division 1 are W. G. Wholton, O. L. Thrasher, M. W. Galbraith, V. Carringer and H. H. Austine. Also E. J. Barney from Division 5. We welcome you men to the Coach Division and wish you every success.

We are all proud of the decrease of accidents in this Division during the past year. Mr. Ballenger is very appreciative of this all-time record and asks your continued hearty cooperation.

●  
*Coach Operator (Sixteenth Street) and Mrs. Fred Shafer vacation on a bicycle built for two.*  
●



## GARAGE

Several from the Garage were returning from the Shops in an auto when a cigar salesman leaned from a car and handed them three cigars. Perhaps it was only a coincidence but anyway at the next intersection another young fellow offered two cigars to the other two men in the car who had not received any smokes the first time. Bob Jeffrey eagerly reached for the "El Ropos" but received the shock of his life. It seems that these stogies were wired to a "hot" coil.

Jerry Smith of the Storeroom enjoyed the distinction of being handball champion of the Los Angeles Athletic Club for a few days recently. This honor was not lessened by its short duration. The player who wrested the title from Jerry had held the National Amateur Doubles Championship for three years.

It was late one night and he was far from home and out of gas. But Omar Dean did have a total of 18 cents and there was a filling station only five blocks away. Later, footsore and tired he proceeded to pour a gallon of gas into the tank when he noticed a stranger watching him. The two eyed each other with suspicion. Satisfied that no gas was being taken from the car, the stranger suggested that perhaps Omar had put the gas in the wrong car. Such was the case. However, the stranger, who happened to be the owner of the car, was a good sport and bought a gallon of gas for Omar's car which was parked a short distance away.

There are those who purchase oats for the horses at Santa Anita. However, a better investment can be made in Santa Anita Vista, according to Bill Decker, who, we understand, intends to build a home there.

New men from other Divisions filling vacancies in the Garage for the past few weeks are B. R. Sargent, J. W. Covington, O. L. Briner, B. P. Raley Jr., William Monahan, J. R. Hill, J. E. Clark, B. K. Russell, and G. J. Letz.

At the time of this writing, Frank

Blocher expected to be called back for Army service.

## ELECTRICAL

Jerry Coxe of Power and Frank Maloney of Electrical Construction were elected to the Board of Directors of the M. & E. Credit Union at its annual meeting held January 17. At a subsequent meeting of the Board Jerry was elected an officer of the organization, as clerk. If you have any financial problems see either of these fellows for expert advice.

George Willson and Gene Brox have completed the conscription blanks for call number 1 and have been placed in Class 3A.

B. I. Boughton is the proud owner of a new Plymouth sedan—his last car, so he says, but we shall see.

We notice that Dick Payne picked the highest possible spot in his office to keep the softball trophy. Manager Nels Lane of the champs says that the electricians are going to repeat again this year.

Might suggest you drop over to the Safety Rally held at the P. E. Auditorium and ballroom on the 15th and listen to fellow employes Raymond Creal and Gene Brox toot the toot in the L. A. Railway orchestra. Several of the gang have been attending these affairs and all report a swell time.



*Robert Alan, 7 months old son of Scribe (Sixteenth Street) and Mrs. Charles H. Hardy.*

The department extends its wishes for a speedy recovery to T. B. McEntire and Frank Larkin.

## VERNON YARD

The Christmas holidays this year brought grief to quite a number of the fellows in the Ways and Structures Department.

Three days before Christmas, Chester Evans and a party of friends were enjoying the snow sports in Big Bear Valley when he got his right foot jammed in the snow while riding a toboggan. His foot stopped while the rest of him kept going, causing torn ligaments and a chipped hip bone. Better take up tumbling, "Chick" and learn to roll with the spill.

Operations, as a subject of conversation, will be Elmer Mitchell's dish, only his will be an "almost" operation. Elmer was stricken with severe pains Xmas Eve and was carted off to the hospital for observation, apparently a case of appendicitis. Fortunately the doctor was late and by the time he arrived Elmer's case was diagnosed as old fashioned colic, so he was sent home on a restricted diet. 'Stough to be on spinach and mashed potatoes during the holidays.

Caryll Thompson says he will never again enact the role of peacemaker between fighting dogs. While unravelling a snarl of snarling, fighting dogs the other morning, his hand and wrist was chewed a little. A dose of mercurochrome and a trip or two to the doctor fixed him up O.K.

"Old man Flu" done got a lot of us; including the "Scribe", Caryll Thompson, Harold Shelford, Pat Jinks, Tommy Preciado, P. Vasquez and Manuel Salsido.

The one leavening feature in this tale of woe is the fact that Johnny Hagerman has been discharged from the hospital and will be at home to visitors at 600 Adelyn Drive, San Gabriel. Johnny was injured by an automobile last May and has had a long siege. While not yet released to duty, he seems well on the way to recovery.

We have had a few changes in personnel lately. Watchman Chas. Tade has enlisted for the duration. Manuel Adame has been called by the Draft Board and is now in uniform. L. Contreras has accepted employment in one of the plane factories. Don Grant resigned to go to work for the Bethlehem Steel Co., his place on the surveyor's gang being filled by Bill Martin. Watchman Wm. Hicks has transferred to the Mechanical Department as car washer.

### OFFICE

The girls of the building are really intent on doing something about that "waist line" judging from the response of the 32 girls already signed up to form a bowling team. We understand that after a week's practice they intend to issue a challenge to the men. How about it, fellows, will we be ready?

Speaking of Blue Monday—Maxine Hawke really shows it after a strenuous week-end of skiing.

Have you seen "LARY" the cat? This famous animal was turned in to the Lost and Found on October 29. As no one has claimed LARY, Mr. Mann has adopted him as mascot of the building. "LARY" enjoys his stay in the building except at night when the offices are closed. He wishes to thank those who have donated so generously toward his keep.

The long-awaited twins expected at the James Hogans turned out to be Robert, born January 11.

The Spam lady visited the building several times lately, leaving two greenbacks with Fern Preston on her first call and two simoleons with Helen Wheeler on a return engagement.

After nine years of hard work in the tabulating department, Ruth King is leaving the 14th to answer the call of aviation and enter the employ of Vega Aircraft Company.

### VIRGIL

January has ended with Virgil Division finally getting control of "Old

Man Influenza". We believe that the past two months have seen the largest sick list the L. A. Motor Coach has even had. Many of our men are still out of service from the effects of the "flu" and from all reports it is still not too late to be cautious against this unseen germ.

Operator H. W. Hartman has returned to duty after a six-months' battle with a sinus infection. "Tiny" spent four months in Arizona and reports that he is now feeling like himself again.

With the new L.A.M.C. garage nearing completion we find many of our operators moving out west near La Brea and Venice Boulevard; some have moved into Culver City; others to the beach.

The L.A.M.C. Pistol Club reports ending of bad weather will find many new surprises for its members.

The Coach Division basketball team is moving forward in its stride now and administered Vernon Yards its first defeat. This was Vernon Yards' first defeat in many games and was lost by only one point. Coach Murray hopes to put a winning team through the league from Coach Division.

Bowling is still going strong with two L.A.M.C. teams still up around first and second places in the P.E. League. Wilshire Division still holds first place. Operator "Phil" Henley takes the place of E. Welsh who had to give up the game on his doctor's orders.

Operator E. Taggart has returned to duty after an illness of two months.

Operator Jack Hannan also reported for duty after an operation at St. Vincents.



"I think I've discovered why my Conductor has been having so many arguments!"

—Guy Gifford.

Mr. F. C. Patton, manager, Motor Coach, recently returned from an S.E.A. meeting in the east. Mr. Patton reports that the steam heat went out on their train at Chicago. Yes, it was cold!

Virgil's flower growing dispatcher Al Tierman is preparing his flower beds and is going to try for more first place ribbons in the Glendale Flower Show. Good luck, Al.

The Atik Model Railway Club is still open for new members. A great quantity of new equipment (engine, cars, tracks and supplies) was recently purchased by this rapidly growing club.

Operator A. Casanova will soon move into his new home on Pass Avenue in Burbank.

#### DIVISION FOUR

One of the most important topics around Division 4 within the past month was a special meeting of all men regarding "Track Brakes," "Jumping traffic signals," and an open discussion on many of the questions of operation and conditions. One of the rumors, in which most of the men are interested, is the question of Seniority in the event that some rail lines be replaced by coaches. At the special meeting, it was learned, to the satisfaction of the men, that "rail seniority" will prevail and that "rail men" will operate these coaches. For the benefit of those who were unable to attend the meeting, the use of track brakes was again brought to the attention of the men. It would be wise for every motorman to consider "Track Brakes" as ornamental and to rely entirely on the use of the dynamic brake for all stops.

For the year of 1940, Division 4 was in second place for total accidents per hundred thousand miles. In direct contrast, Division 4 dropped down to last place for January 1941, with more total accidents per hundred thousand miles than any other division. Superintendent E. H. Ellis, in regard to this poor accident rec-



*Kathleen, 6 months old daughter of Motorman (Division 5) and Mrs. Walker Bailey.*



*A year old last Christmas, was Patricia Ann, daughter of Conductor (Division 4) and Mrs. George D. Russell.*



*The robust little lad above is Robert Edgington, son of J. R. Edgington (Division 4).*

ord, strongly feels that there is no logical reason why January 1941 should be so much worse than the previous year and the men can, with a little extra effort, improve this record.

This is a new one in the stories of odd moments in the life of a train-



*Nancy Jane, one year old daughter of Conductor (Division 5) and Mrs. S. E. Lusby is very much interested in her dolly.*

man. One evening last week at 11:39 p.m., Conductor C. C. Dotts ran breathlessly up to the window and reported for his run, only to find out that he got up five hours too early and it wasn't 4:30 a.m. at all. His clock was right but he had misinterpreted it by reading the hour hand as the minute hand. Dotts had ordered breakfast and had to eat it before going home to bed for another hour hours. He said that he would be careful to read his clock correctly in the future.

Motorman George Honts is the first draftee from this division. He was called for one year with the U. S. Army, the first part of January.

After 14 years of service with the Los Angeles Railway, Conductor L. M. Heft resigned for work as a Fingerprint Expert for the L. A. City Police Department. Good luck is extended to him by the Division 4 boys.

Motorman Eddy Mills also resigned. He has gone to Tacoma, Washington, to work for the Boeing Aircraft Corporation.

Let's all turn out for the Division 4 Safety Rally on March 1. Remember that Division 4 shows are always good. Let's all start the season out with a bang. Remember and set aside the first day of March.

## DIVISION FIVE

Don't forget the date . . . SATURDAY, MARCH 15. The place . . . PACIFIC ELECTRIC AUDITORIUM. Another Division 5 BIG SHOW. Our Master of Ceremonies "Barnum" Billings is the busiest boy in town lining up some excellent acts. The show will start promptly at 8:00 p.m. so get there early if you want a seat.

We had three very excellent meetings at this Division on Wednesday, January 26, at which Mr. C. E. Morgan, Manager of Operations, and Mr. L. L. Wimberly, Superintendent of Transportation, gave excellent talks, which were thoroughly enjoyed by all who attended.

Motormen C. T. Boswell and Walk-



*"For Heaven's sake, stop shouting, 'Both doors, please!' and let the company come in!"*

*—Guy Gifford.*

er Bailey took off two extra weeks with their week's vacation and are visiting their old stomping grounds. Boswell in Duke, Oklahoma, and Bailey in Hardesty, Oklahoma.

Clerk Dick Hoyle must have dressed very hurriedly and in the dark early one morning recently. When he arrived at the Division he discovered he was wearing odd shoes. Luckily they were both black.

We are all glad to learn that Motorman Henry Mast, who has been off sick for some time, is now at home and improving rapidly.

In our last issue we credited Motorman F. O. Roberts as being the youngest grandfather at the age of forty-one. We were wrong, as Motorman Jack Limes brought in an old copy of Two Bells which reported

him as being a grandfather at the age of thirty-five.

We welcome back to the Division Conductor G. K. Tolle after spending three months with the United States Marines at San Diego. And to say that Tolle is glad to be back would be putting it mildly.

Motorman "Chuck" Conway was the first to answer the draft call at this Division. He left on January 29 with the best wishes of all.

Our best wishes to Conductor E. J. Barney who transferred to the Motor Coach Division on January 23.

## SOUTH PARK SHOPS

The first news flash is from the Winding Room, where the men say one of their fellow workers saves everything from a pin to an elephant.



The curly headed little fellow above waiting for Santa is Michael Whitaker, 2 year old son of Electrical Repairer (South Park Shops) and Mrs. Walter Whitaker.

He has never been known to throw anything away in thirty years and the other day said man discarded an old pair of pliers. Ah me! and that in the Winding Room IS news!

Now the Carpenter lads have a little story to tell about a revered old gentleman. Every morn he arrives early at Slauson and Avalon to await a red headed lady, anticipating a nice little chat and so on a rainy morning he took shelter with the other men waiting for the street car under the roof of a gas station, as so did an automobile. The street car arrived, all the men hopped but the hero and then to his utter dismay and disappointment, out of the parked car dashed a girl, boarded the car, slipped off her rain hood—and it was the red head. Such an unexciting climax, John left waiting under the gas station roof.

Still remembered are some of the knick-knacks given for Christmas presents. Harry Longway, Truck Shop Foreman, received a rubber didy-doll and at the same party McCune unwrapped a donkey and a satchel for traveling.

Bill Atkinson wanted a live turkey but got only a picture of one and an alarm clock.

Bill Maitland is out doing England's Chamberlain one better by carrying two umbrellas on his way home.

Joe Ellis had a Christmas party at his home and one of the guests, a dressmaker, gave him an innocent enough looking package. However, when he opened it, there was a frilly nightgown made of silk curtains with lace trim around the neck, arms and hem and adorned with a pocket containing a powder puff. He doesn't tell us whether or not he had to model it.

The boys of the Machine Shop are seeking information. Who was the little blonde who stopped and talked to Sherman while the ladies were going through the Shops last month?

#### REVERSIBLE CONSOLATION

Your name you sign,  
On a dotted line,

And give your address, too.  
The date of your birth,  
And what you're worth,

To your Uncle Sammy's crew.

A number you get,  
And you start to sweat,  
As you wait for the great returns.

And soon you know  
If you got to go,  
When the Wheel of Fortune turns.

You lucky guys,  
With sparkling eyes,  
You ought to be delighted.  
It makes me feel  
Like an ancient heel,  
To know that I've been slighted.

So don't you curse,  
It could be worse,—  
At least a thousand fold.  
Suppose they passed  
You by because,  
They knew you were too old.

W. Y. Stearns.  
(Virgil)



"Okay! You saved 15 cents by grinding coffee through the farebox—but where am I gonna get 2400 tokens?"

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### LARY REVENUE FOR DECEMBER OPERATING RESULTS DECEMBER, 1940 vs. DECEMBER, 1939

	1940	1939	1940 +Increase —Decrease Over 1939
<b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) .....	1,100,529	1,148,964	— 48,435
<b>Less:</b>			
<b>OPERATING EXPENSES</b> (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) .....	975,051	974,876	+ 175
<b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) .....	79,796	86,512	— 6,716
<b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) .....	74,321	67,859	+ 6,462
<b>Total Expenses</b> .....	1,129,168	1,129,247	— 79
<b>Leaves Net Profit or Loss</b> .....	—28,639	+19,717	— 48,356

### LARY REVENUE FOR NOVEMBER OPERATING RESULTS NOVEMBER, 1940 vs. NOVEMBER, 1939

	1940	1939	1940 Increase + Decrease— Over 1939
<b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) .....	1,041,729	1,066,461	— 24,732
<b>Less:</b>			
<b>OPERATING EXPENSES</b> (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) .....	892,017	922,241	— 30,224
<b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) .....	76,044	77,378	— 1,334
<b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) .....	66,669	67,982	— 1,313
<b>Total Expenses</b> .....	1,034,730	1,067,601	— 32,871
<b>Leaves Net Profit or Loss</b> .....	6,999	—1,140	+ 8,139

