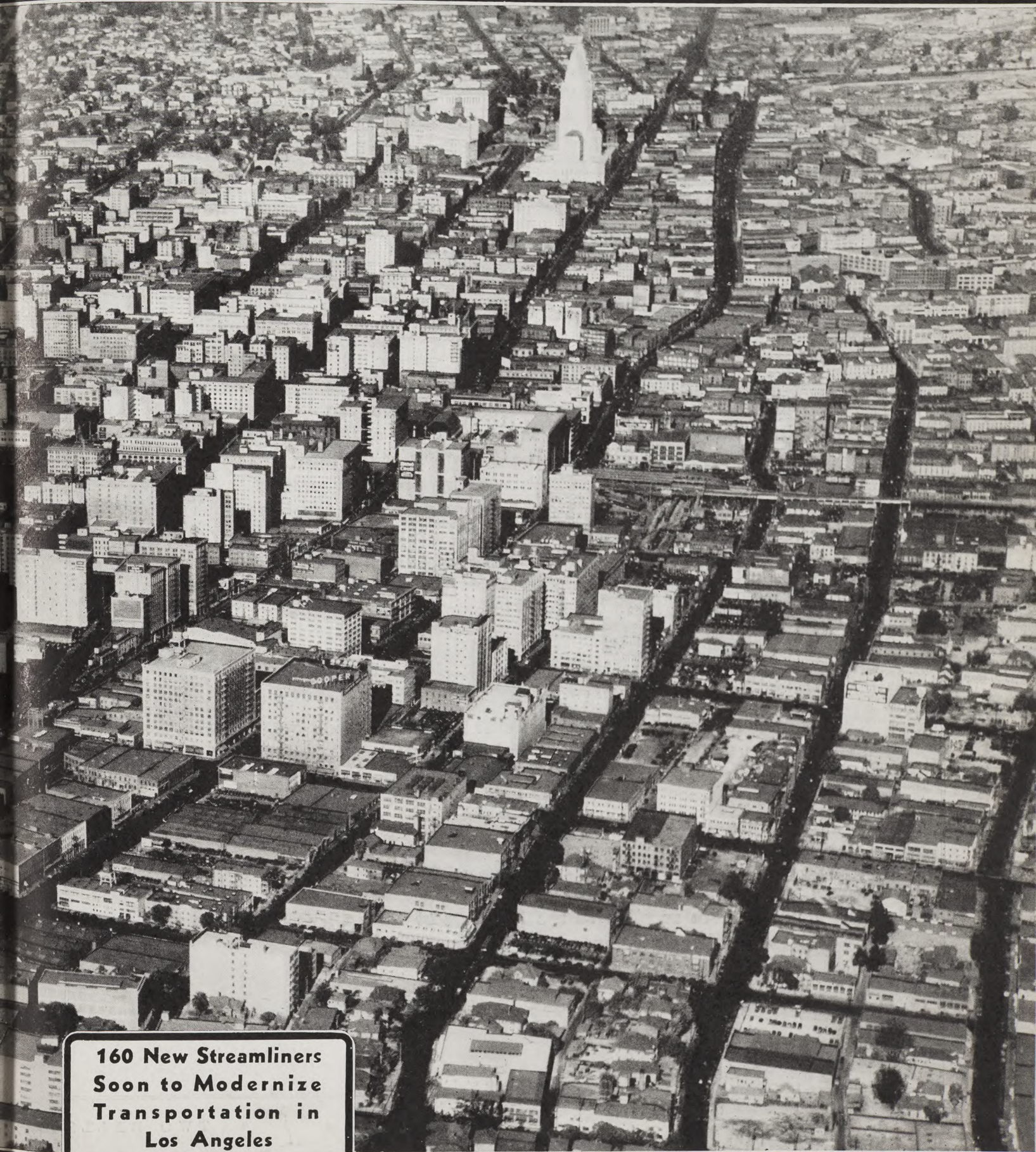


# TWO BELLS



**160 New Streamliners  
Soon to Modernize  
Transportation in  
Los Angeles**





# TWO BELLS

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

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

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Volume 18

APRIL, 1937

Number 4

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## A Message from the President

Since all of us, everyone connected with the Los Angeles Railway, are now facing so serious a crisis on May 4th in the coming election, I wish to issue a short message in regard to it. Most of you have already given every proof, in your splendid support and effective work, that you understand the hazardous situation. I am deeply grateful and I am very happy in observing the fine cooperation and loyalty that exists in our Company. We are working shoulder to shoulder in this our mutual cause—all of us realizing that our interests and objectives are the same.

I feel confident none of us will cease in our earnest efforts to defeat Proposition "A" on May 4th and not only will we vote NO on this question ourselves, but we will each do all that we can to urge friends, relatives and neighbors to vote NO also. Of course, as free Americans, we can all vote as we see fit, and you may each cast your vote without fear of reprisals of any kind or nature.

I thank you for all you have done and for all you will do, and I am very proud to be the President of such a Company, whose employes are so alive to the interests of their City and to the interests of their Company.

*Lucius A. Storrs*



# Additional P. C. C. Cars Ordered

**Initial Order of Sixty Streamliners Augmented by Purchase of 100 More to Go In Service  
As Promptly As Manufacturer Can Make Delivery**

**F**OLLOWING the immediate popularity won by our first streamlined cars on their free trip schedules comes news that the company has ordered another hundred of these cars, in addition to the original sixty purchased.

As soon as deliveries in quantity are made on this order, which to the best of our knowledge is the largest single order placed by any streetcar company for the new cars, they will be put in service. Due to present strike conditions prevailing at the St. Louis Car Company plant, it is not possible to predict at this time just when regular shipments will be made. Telegrams and long-distance phone calls dispatched to the factory expressing our urgent desire to get these cars into operation at the earliest possible moment, have brought assurance that once production is resumed two cars a day will be shipped to us.

The enthusiasm felt by everyone in the company who has had an opportunity to examine the new Streamliner, is being matched by the public, hundreds of whom are taking advantage of our present "Courtesy Ride" operation in the downtown district. Most frequently commented on by riders is the car's exceptional freedom from noise, its flexibility of performance, and its comfort.

The Railway's acquisition of the Streamliners represents the beginning of a most significant change in local transportation. These new cars are the forerunners of a transport system in which it is planned to use the new type streetcar, the trackless trolley and the motor bus, in a properly coordinated manner which will insure that the utmost efficiency is derived from each.

The metropolitan area of today requires not one but several different types of service. In the more crowded localities the streetcar is the most satisfactory carrier by a wide margin, through being faster and safer, as well as occupying less street space per passengers carried than any other type of vehicle. The trackless trolley has its uses where traffic is less congested. The motor bus is the answer to transportation problems in still less dense traffic locations, and does not require the outlay necessary for the two previously mentioned vehicles.

It is the aim of any public service, such as ours, to approach as closely as possible the standard of service desired by every passenger who rides its lines. From the experience of other cities we know that the P. C. C. cars will be a tremendous aid toward our approaching this goal, as they have been constructed with the thought of the passengers' requirements uppermost.

## *Cars Popular With Riders*

Judging from rider experience in cities where the P. C. C. car is operated, local streetcar passengers will find, when the new cars go into regular service, transportation of a kind far in excess of their expectations. Quoting from actual passenger comments in localities where the Streamliners are already installed:

"Heretofore I have been a rabid advocate of bus lines in preference to trolley lines. From now on, however, I am solidly in favor of the maintenance of surface lines if this style car should be adopted."

"The ride is restful, physically and mentally. Modernistic, beautiful. Makes one forget he is going to business."

"I have never ridden in any streetcar where I was so comfortable; very much like a Pullman train. We want more of these."

"Comfortable. I am over 230 pounds and when I find comfort, believe me, it's comfort."

"You can write a letter or read a book while riding."

"The silence, ease and comfort—no jolting—cuts down fatigue from long trolley rides."

"A jarless ride, a joltless stop, and a jerkless start—roomy seats—wide aisles."

## *Easier To Operate*

Passengers on the Streamliners are benefited not only by the advantages offered by the car itself, but by the increased excellence of service these modern cars make it possible for the operators to give. In piloting the car a man's duties are so much simpler and easier to perform, the vehicle being more responsive than the standard car, that he is able to devote more attention to his passengers and himself derive greater satisfaction from his job. First hand from some operators of P. C. C. cars in an eastern city come these observations:

"I like the new cars because the chances of my having an accident are less. These cars will stop in about 20 per cent less distance than any other car I have ever operated."

"The foot control seems more natural to me, and I have greater confidence and a better feel of what the car is doing."

"I guess it's because I'm from the South, but I like the idea of sitting down. I believe I can control the car better and be more on the alert and



thereby do my job of selling transportation better if I can sit in a comfortable position all day than if I have to stand part of the time or sit on a hard wobbly stool as we had to do in the other cars."

"It has always irritated me to have to let automobiles sneak around while waiting for a red light and then beat me across an intersection. With these cars it is a different story and the automobiles are finding it out because I can beat them across the street now, and instead of cutting me off they have to stop and let me go ahead. Of course I would not have the nerve to do this except for brakes which I know will stop the car in case the necessity should arise."

"The keyboard control of the doors and other auxiliaries is the thing that appeals to me. Instead of reaching in a half dozen different places for various handles I now simply slide my hand along the hand rail and flick whichever switch I want to."

In order to permit everyone to look the new cars over, it is planned to shift the first Streamliners from Division to Division at such times as this



*Above: Transportation Week banners adorn streets and Main Office on arrival of new cars.*

is possible. Whatever questions you wish to ask about the cars may be forwarded to TWO BELLS in care of the Question Box. All inquiries which space will allow will be answered in the next issue, with personal responses going to those whose questions are not published.

**Vote NO—Proposition "A"—May 4th**

*Below: Our candid cartoonist catches speakers at City Hall ceremonies. Left to right: H. E. Jordan, Superintendent of Equipment; Mayor Shaw, President Storrs and City Attorney Ray Chesebro.*





# Buying For The Los Angeles Railway

VARIED KNOWLEDGE OF MANY PRODUCTS REQUIRED



*Purchasing Agent Schupp*

## The Fourth in a Series of Company Tours

chasing Agent. He has charge of all purchases of materials and supplies and, in addition to his immediate staff, is reported to by the General Storekeeper and Stationer.

While the General Storekeeper and those under his jurisdiction are a part of the Purchasing Department, the Stores Division is large enough to warrant separate discussion. For that reason we will confine ourselves to the Purchasing Department proper at this time, and make the acquaintance of the Stores Division in a later issue.

Any purchase made for the Railway is initiated by means of a requisition which bears the approval of the Department Head and final approval from the President's office. In order to keep a sufficient stock of necessary items the Storekeeper periodically submits requisitions for material and in turn releases this material on presentation to him by authorized employees of the proper requisition form.

Centralization of the Company's buying in the Purchasing Department has a number of very definite advantages. Substantial savings are obtained through a Purchasing Agent's specialized knowledge of when, where and how much to buy. Operating economies come through the specification of proper quality. The time of other executives is saved from interruption and interviews attendant upon purchasing matters. Losses due to depreciation and material becoming

obsolete are minimized, and inventory carrying charges are reduced through standardization of items and central control of stores. Quantity prices are obtained through many related purchases and our consistently steady operation is made possible through having materials on hand when needed.

Listed with the Purchasing Department at the present time are over 23,000 items necessary to the operation of a street railway. A call may come in for rags or rails—baseballs or buses—a coil of thread-thin copper wire, or a copper cable of one million circular mill size. Within a very few minutes after such a requisition is re-

**Vote NO—Proposition "A"—May 4th**



*Chief Clerk Shaeffer*

**F**ROM Substation and Division—from Shops, Garage and Main Office—come the never-ending demands—"We need a gross of pencils . . . we need 10 tons of rail . . . we need 100 clothes pins . . . we need a car load of trolley wire." Bending an attentive ear, attuned to these demands through thirty years' experience with them, is Benedict Schupp, our Purchasing Agent, who rivals the *Encyclopedia Britannica* in his knowledge of railway materials and prices. Every purchase made for the Company must have his approval, and is made by him after comparison of values and cost with competing sources of supply.

Mr. Schupp has been with the Company over thirty years, entering the service as a clerk in the Auditing Department in October, 1906. He became Chief Clerk in 1913, and was appointed Assistant Purchasing Agent in 1919, receiving, in 1929, promotion to his present position of Pur-





*Stationer Greenwood*

ceived, several of those firms dealing in the commodity required are contacted and our requirements stated. When we receive replies, comparisons



*Secretary Woodall*

are made as to the quality and prices submitted, and the order is given to that firm whose price and material are the most satisfactory.



*File Clerk dela Cova*

Assisting Mr. Schupp is David C. Shaeffer who has been with the Company since 1921, being appointed Chief Clerk in 1927. Among Mr.

## The Purchasing Blues

*(Borrowed from PURCHASING)*

By HELEN WERNER, *Secretary to State Purchasing Dept., Lincoln, Neb.*

*The purchasing agent took to his bed  
he took to his bed with the flu,  
And the purchasing agent's peccable clerk  
had the purchasing work to do.  
The purchasing clerk she rolled up her sleeves  
and pulled down her vest and spat,  
And down on the purchasing agent's chair  
with an air of aplomb she sat.  
At the end of the day she was raving mad  
and they tethered her up in a cell  
And these be the demons that chased her down  
down to the jaws of Hell:*

*Baffles and slingers and shackles and shims,  
elbows and knuckles and nuts;  
Collars and couplings and throttle shafts,  
eveners, axles and butts;  
Spindle chucks, levers and shifter forks  
tappets and ten-penny nails,  
Pouring-cans, bushing and governor ball  
washers and cams and pails;*

*Aggregate, oxygen, Prestone, guns,  
Masonite, tear-gas and mats;  
Tractor disk harrows and grader blades,  
spreaders and sprayers and cats;  
Beacons and torches and lumber and chains,  
lubricants, greases and glands,  
Shrubbery, culverts and guard-rail posts,  
Coal and cement and bands;*

*Distillate, cotton and trammel net,  
crack-filler, tents and maps;*

*Bearings and fresnoes and license plates,  
dynamite, plumb-bobs and caps;  
Milk-testing bottles and steripads,  
breast-waders, half-inch rope,  
Profile and plan sheets and rubber gloves,  
seine-webbing, anthrax dope;*

*"One full set of correction tools,—"  
Who are they for? I'll guess:  
To straighten the brains of the dizzy lugs  
who ask me to purchase this mess.  
"Grinder with belt that is tight and loose—"  
(You can believe it or not)  
One animatiphone, litmus strips,  
tar and a boiling pot;*

*Twelve hundred yardage of red percale,  
"For the field engineers"—did you say?  
A bolt of gold ribbon, organdy, too,  
are the lads piecing quilts for their pay?  
Rabbits and rags and rotary plows,  
barrels and bottles and bricks,  
Guinea-pigs, goggles and gasoline,  
squeeges and sand and sticks.*

*Round and around went the mad parade,  
"Butterflies, worms and gears,"  
She was Somebody's Mother, boys, you know,  
be not ashamed of your tears.  
This, gentle reader, is only a part—  
only a day at the game  
But the purchasing agent's ponderous clerk  
will never again be the same*



Shaeffer's duties are the sending out of requests for prices, and the interviewing of salesmen.

Mrs. Frances Woodall, employed by the Company since October, 1931, acts as Mr. Schupp's secretary, handling the correspondence and checking prices on invoices.

Patricia Marie de la Cova has charge of the Department's filing system. Miss de la Cova entered the service in 1929.

Mrs. Ethyl Isabel Smith, with the Railway since 1927, handles writing and mailing of inquiries and orders.

Norman H. Greenwood, entering the service in 1926 as Stock Clerk, was appointed Stationer in 1928. He has charge of all Company forms, stationery and office supplies.

## A Streetcar Conductor In Three Countries

In September, 1919, Hugh O'Neill became Conductor 1290 of the Los Angeles Railway, but this was by no means the beginning of his platform career.

Thirty-five years ago in New-Castle-on-Tyne, England, Hugh made his original debut as a train conductor and for three and one half years was identified as Conductor 29.

Then the urge to travel got the better of him. Hugh was twenty-four years of age and he had seen a good bit of Ireland. In fact, he was born in County Tyrone and had also been to many of the large cities of England. So he shipped out and worked his way to Capetown, Africa.

There he decided to take up the only kind of work his education had fitted him for: surveying. Luckily, a railroad was about to be built be-

tween Capetown and Kimberly, about three hundred miles distant. Hugh was immediately hired to assist in the survey, but a few weeks later was stricken with fever and spent twelve weeks in the Capetown Hospital.

After recovering, Hugh became a conductor for the Capetown Traction Company. Ten months later he resigned and returned to England, then to his home in Ireland. After spending two weeks with his parents, he left for Montreal, Canada. From there he journeyed to Galt, Ontario, where he worked four months as a hotel clerk.

In the fall of 1906, O'Neill moved to Detroit, worked for Henry Ford one year and then left for Chicago; worked eighteen months for Marshall Field.

In March 1909, Hugh, for the third time became a streetcar man, this time as Conductor 7920 on the Chicago Surface Lines, but on this occasion he almost became a permanent fixture. It was not until January 1917 that itchy feet caused him to resign and leave for Miami, Arizona.

There he again went back to surveying for the Inspiration Copper Mining Company. Two years later, he bid his Miami friends goodbye and came to Los Angeles where he joined this company.

Concerning Conductor Hugh O'Neill, that leaves little else to say except that he is a Division Four man and that his proudest possessions are his little home and walnut ranch in Van Nuys, a happy wife and a son, Francis, now twenty-four years old, who recently graduated from U. C. L. A. and is preparing to enter U. S. C. Law School in the coming fall semester.



**Vote NO—Proposition "A"—May 4th**

*Left: Conductor Hugh O'Neill, Los Angeles, 1937. Left, below: Conductor O'Neill, New-Castle-on-Tyne, 1904 (at left in photo). Below (at left): Conductor O'Neill, Chicago, 1917.*





# Trucks of Streamliners Contribute Much to Improved Operation

## New Quiet and Comfort Attained Through Revolutionary Design

By HENRY E. JORDAN

*Superintendent of Equipment*

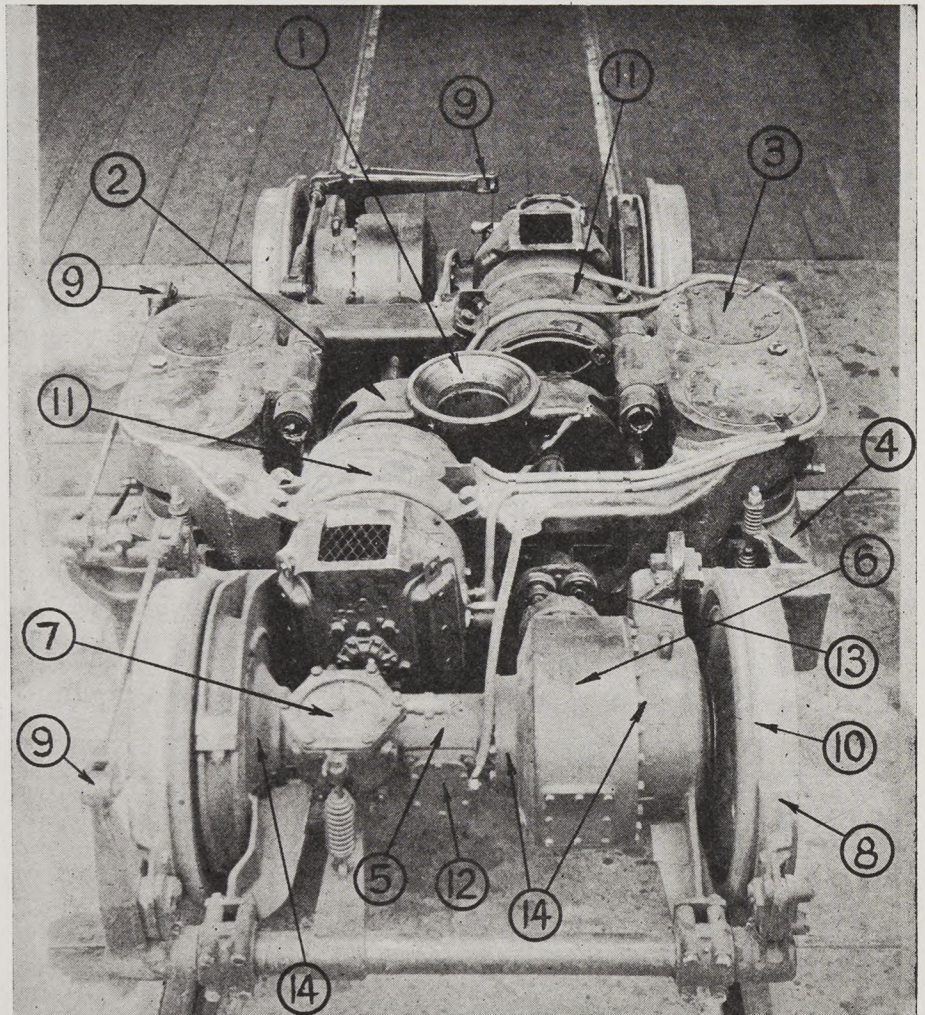
PROBABLY no other part of the new design of the P. C. C. cars received as much attention and required as much study as the trucks. One of the most important objects of the design was quietness of operation, and since much of the noise of street-car operation originates in the trucks, it was necessary to make a very radical change in the design from the previous designs of street railway trucks.

Although the new trucks necessarily have wheels, axles, springs, brake-rigging and bearings, the design and assembling of these parts is very different from previous streetcar truck designs.

Perhaps, repeated references to the accompanying illustration would be the easiest way to describe the new truck. The numbers used refer to the numbers shown on the accompanying photograph.

1. Shows the conical shape center bearing through which is transmitted the entire load of one end of the car. The other half of this bearing is mounted on the body and a very rugged center pin that passes through the upper and lower half of the bearing holds the two together. There are no side bearings on the car.

2. Indicates the truck bolster which carries the center bearing and which is held to the main upper truck frame



through the large bearings shown at each side of it, thereby giving it a lateral or swinging motion.

3. Points to the main top frame of the truck, and directly beneath the plate to which the arrow points is one of the main truck springs. There are four of these springs per truck, the upper part of the spring carries the upper half of the truck and the lower part of the spring fits into a receptacle in the lower main frame of the truck. A combination elevation

and cross section of one of these springs is shown in figure No. 1.

As indicated in the photograph, the springs are conical in shape, and are a combination of rubber vulcanized to bronze coated steel cylinders. The rubber separates the steel, thereby permitting a minimum possibility of noise and vibration, yet providing the proper resilience to the car body. The springs are made in two halves

Vote NO—Proposition "A"—May 4th



and when fit together in the receptacles form an inverted cone.

4. Indicates the lower main frame of the truck. Short rigid upright posts are mounted on this lower frame that protrude through the center of the main springs and provide the driving link between the upper and lower half of the truck frames.

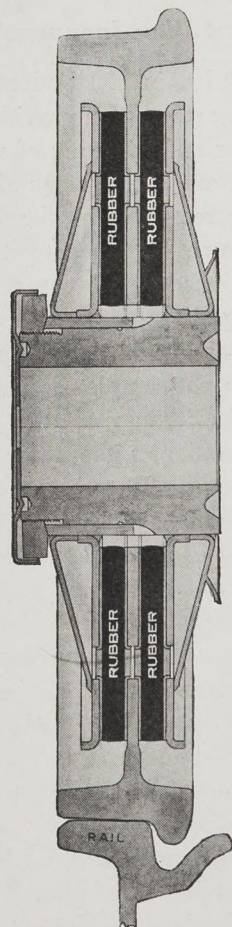
5. Indicates the axle housing assembly which is somewhat similar in appearance to the rear axle of an automobile.

6. Points to the Hypoid gear housing. This is a relatively new application of right angle drive in streetcar operation and permits almost noiseless gear operation.

7. Shows one of the air-brake cylinders which operate the tread brake shoes. There is an independent brake cylinder on each of the four car axles. Air is transmitted to these cylinders

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Figure 2



## RUBBER CUSHIONED WHEEL

from the car body by metal lined flexible connections.

8. Indicates a tread brake shoe, one of which acts on each of the eight car wheels of the car when the air-pressure is applied. These same shoes are actuated on the front truck of the car when the hand brakes are applied.

9. Indicates various parts of the hand brake rigging. This rigging is connected to the brake lever on the car body through a steel cable.

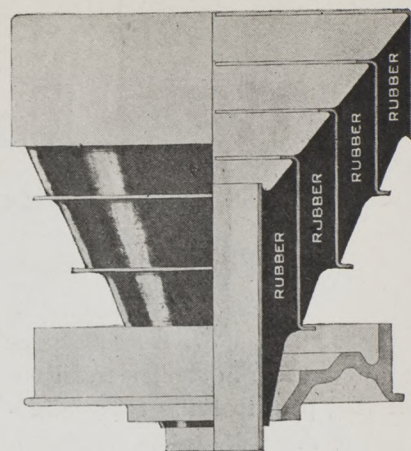
10. Points to one of the eight resilient car wheels. A cross section of these wheels is shown in figure No. 2 on this page. It may be seen that this is an assembled wheel comprising several parts and provides that the outside rim or tread is connected to the hub through rubber discs which are vulcanized to steel plates, thereby preventing the metallic part of the rim of the wheel from coming in direct contact with the metallic part of the hub of the wheel, and minimizing noise and vibration.

### Motors Weigh 1/3 Less

11. Points toward one of the four horizontally mounted 55 horsepower motors of the car, which weigh approximately one-third as much as the older design axle mounted railway motors of the same capacity, and are equipped with roller bearings. The ventilated opening shown in the top of the motor is connected through a bellows type of duct with the car body providing an air intake from the side of the car and insures relatively clean air compared with the old air intakes that were near the ground beneath the car floor.

12. Points to the axle "ground" brushholder. It is necessary to provide a "ground" connection from the motor which is carried on the upper half of the truck frame to the lower half of the truck frame to guard against current passing through the roller bearings of the truck.

13. Points to one of the two types of universal joints that connect the drive-shaft, motor, and gears together.



CUTAWAY VIEW

## RUBBER SPRING

Figure 1

**Vote NO—Proposition "A"—May 4th**

14. Points to the housing of the truck anti-friction bearings. The main journal bearings near the wheels are roller bearings and the bearing to the left of the gear box is a ball-bearing.

All of the above design, with the rubber springs and anti-friction bearings, provide a minimum of lost motion and noise.

The truck also carries 37-inch magnetic brake shoes that are mounted approximately  $\frac{3}{8}$  inch above the rail and between the wheels on each side of the truck.

### Three Types of Brakes Used

Previous descriptions of the car have told that there are three independent types of brakes. From the above description these may be more clearly understood. In the braking position with the car in motion the motors are used as generators and tend to hold the car back through the drive-shaft and gears. The magnetic track brakes clamp to the rail, being operated through their 32-volt coils, which are connected to the storage battery carried on the car and the air brakes apply pressure through the shoes indicated.



# Three Lanes West

## Experiment Aids Downtown Traffic

By RALPH T. DORSEY, *City Traffic Engineer*

ON Jan. 4, 1937, the first steps were taken in the new traffic engineering plan to bring about elimination of the acute traffic congestion within the downtown business district. This first step was the initiation of the three-lane westbound traffic movement on Wilshire Boulevard during the evening peak hours.

Starting at 4:30 p. m. pedestal signs were installed along Wilshire Boulevard west of Figueroa Street giving westbound traffic three-fourths of the roadway area, that is, providing for three lanes westbound and one eastbound.

The immediate effect was almost miraculous. Under ordinary conditions the westbound Wilshire Boulevard traffic averaged approximately twelve hundred cars per hour. With the three-lane movement the westbound lanes jumped to from 2800 to 3000 cars per hour. Coupled with the three-lane movement the Police Department instituted a strict enforcement of parking prohibitions between 4:30 and 6:00 p. m., this cooperative function adding to the success of the plan.

It was found that the three-lane movement was practical as far west as St. Andrews Place, with left turns barred at all of the major intersections, excepting a few points where traffic, bound for points south of Wilshire Boulevard, could make turns.

### *Three Lanes Extended*

A few weeks later the three-lane movement on Eighth Street which originally was restricted to that section between Olive Street and Georgia Street was extended to include all of Eighth Street from Los Angeles Street to Vermont Avenue. The scene

of the next move was shifted to Twelfth Street where the three-lane plan was proven proportionally successful in relation to the volume of traffic.

Not only was the volume of movement increased but the speed of vehicles was also increased, it being indicated that the trip from the Central Traffic District through Vermont Avenue cut from six to ten minutes off the former running time.

### *Traffic Seeks Quickest Route*

While the increase in the volume of outbound flow on these streets may be partially attributed to new vehicles entering the downtown area because of the lessened congestion, by far the greatest proportion of the new flow was garnered from the other east-west streets. Traffic, like water, seeks its own level; drivers soon find the quickest way to their destination and route themselves accordingly; thus an accelerated traffic movement on Wilshire Boulevard and Eighth Street is quickly reflected on the other east-west streets, until the average speed of movement on all is approximately the same. Traffic congestion diminished on Third Street, Sixth Street, Seventh Street and Ninth Street, all of which carry streetcar lines, in this way permitting streetcar and bus patrons to profit by the betterment of conditions on the three-lane streets as well as automobile riders.

As the ease with which departures from the downtown district becomes more appreciated by the traveling public we may expect a large number of persons to enter the downtown district, these representing a class which formerly was diverted from its desire to transact business in this area

because of traffic delays. The result will be increased business for merchandising and business establishments and common carriers and more convenience for the general public.

### *Congested Locations Studied*

The three-lane movement, however, is but one step in the plan. There are a number of locations where physical street conditions, common carrier routing or driving practices create points of acute congestion which reflect to adjacent points over a large area, as a stone thrown in water affects the placidity of the water over an ever-increasing area. The Traffic Engineering Bureau of the Police Department has been making a careful study of such locations and has made recommendations which with the cooperation of the interested groups will further lessen the chain of traffic units which has been slowly strangulating normal business activity.

### *Present Plan Inexpensive*

Los Angeles, in 1924, adopted the major traffic street plan providing for the opening and widening of various arterial thoroughfares, some of which involved streets within the central district. Some of these streets have been completed but because of the engineering difficulties and the enormous costs apportioned each project, a few were not completed. The present plan has the expectation of relieving conditions without any material cost, the benefits to be practically equal to perhaps a half dozen new streets, which if installed and paid for with taxpayers' money might run in excess of fifty million dollars. One of the minor physical changes, comparatively inexpensive, has been the reconstruction of the "island" at Ninth and Main Streets. This calls for the removal of the obsolete rest rooms within the "island" and the paving over of a portion of the area so as to provide an additional southbound traffic lane on the outside of the raised safety zone on Main Street. The creation of this new traffic lane



has brought about an astounding betterment of conditions, the congestion that formerly existed having virtually disappeared.

Further advancement includes a traffic parking restriction plan on east-west streets between First Street and Olympic Boulevard and between Los Angeles Street and Olive Street, it being recommended that parking be prohibited between 7:00 a. m. and 6:00 p. m., on these streets, except Sundays. This plan, approved by representatives of commercial interests and civic groups, is now before the City Council for adoption.

### Turns Considered

Coupled with this is the proposal to complete several physical opening and widening projects, comparatively inexpensive which will enable streetcar lines to eliminate many turns at crowded intersections where these turns regularly cause long delays. One of these is the opening of Aliso Street from Los Angeles Street to Main Street. This, when done, will permit the routing of Pacific Elec-

tric trains north on Main Street to Aliso Street, doing away with present turn at First Street and Main Street, First and Los Angeles Streets and Los Angeles and Aliso Streets.

Further advances are contemplated in the prohibition of right and left hand turns at points where the turning movement seriously interrupts the traffic flow.

### Taxi Zones Proposed

Another move which will limit the excessive cruising by taxicabs is the proposed establishment of taxicab zones at certain strategic points which will permit taxicabs to wait for passengers between 4:30 and 6:00 p. m., instead of circling blocks as at present.

San Francisco prohibits the driving of vehicles to the left of safety zones on Market Street. Consideration is now being given to the enactment of similar legislation in Los Angeles to prevent vehicles from stagnating street car movement on Broadway during congestion periods.

The result of these innovations

**Vote NO—Proposition "A"—May 4th**

should be a greatly accelerated movement of both private vehicles and the common carriers inviting a greater use of the city transportation system by the public. It should also increase the purchasing power in the centrally located commercial business houses.

This plan could not have been brought to its present stage without the complete cooperation of the various public and private groups and agencies involved.

### Railway's Cooperation Given

The Police Department, the City Engineer, the Board of Public Utilities and Transportation and the Mayor and the City Council have all worked together for the public good. The common carriers, including the Pacific Electric Railway, the Los Angeles Railway and the Yellow Taxicab Company, have shown willingness to make the necessary changes to make the plan effective, while the various civic, traffic and commercial groups have cooperated to the utmost by giving the plan their support and endorsement.

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**"A Visitor's Observations," printed in Two Bells last issue, mentioned our winter's trifling rainfall—and drew the accompanying responses!**

★ ★ ★

### Response No. 1

So our little freezes just give you the sneezes  
(These outlanders sure are the aces)—

Why we don't have as much as an early spring slush  
(As I've heard of in some other places.)

There's no snow we must shovel in front of our hovel,  
New Year's brings us parades and the races.

Sorry, lady, our floods *don't leave* 18 foot muds,  
(It's for *you* we have benefit dances.)

They even begrudge us our infrequent smudges,  
Never mentioning dust storms in Kansas.

Our heaviest showers just bring more May flowers  
(Where the heck is that fellow that pans us?)

Earthquakes and downpours and smudging delux  
May jar and may dampen and soil us but shucks,  
Floods that are epic, cyclones, dust storms and blizzards  
Are the things that would really put fear in our gizzards.

IMA NATIVE and I. WILL DISAGREE.

### Response No. 2

You are right my Dear Lady  
In part when you say,  
California's weather is questionable  
From day to day.

But you've got to admit  
That even when it's cold,  
It's *pleasantly* chilly!!  
And no snow-men we mold.

And when there's a little sleet  
It just puts color in the cheek  
And we're really thankful for our bit of  
rain,  
For it washes the dust into the drain.

Variety in moderation we accept with glee,  
For we're broadminded people and know  
how bad it could be  
If we had a real big blizzard or gust,  
And were buried alive in lots of dust.

And even our little feathered friends  
Have their own philosophy that lends  
A bit O' humor—so listen closely, please  
do!

For it is their theme song—"The *Bird*  
from Me to You."

By Mrs. Elizabeth Isbell,  
586 Cypress Avenue, Los Angeles



# City Carriers Transport Many Times World's Population in 1936

By H. A. PERRYMAN

Director of Research

ACCORDING to the Transit Journal more than 13 billion, or 13 thousand million passengers were carried by the transit industry during 1936. To get some idea of this immense volume of patronage one might say that it is more than one hundred times the population of the continental United States and more than six and one-half times the estimated population of the world.

The chart opposite shows the means by which these 13 billion passengers traveled. In the cities over 500,000 population, of which Los Angeles is one, four billion one hundred forty million, (4,140,000,000) passengers traveled by electric surface railways, (streetcars to you), or more than all the other agencies put together; 194,000,000 passengers were carried by electrified suburban railways; 2,

380,000,000 passengers were carried by rapid transit lines; or a total of six billion, seven hundred fourteen million passengers were carried by rail lines (6,714,000,000). In addition to this, 1,122,000,000 passengers traveled by motor coach, and 64,000,000 passengers traveled by trolley coach. Put in percentage form this means that out of every hundred passengers carried, 53 traveled by street car, 30 traveled by rapid transit, 2 traveled by electrified suburban, 14 traveled by motor coach, and 1 traveled by trolley coach, or 85 traveled by rail and 15 traveled by coach.

In the next group of cities, or those ranging in population from 100,000 to 500,000, out of every hundred passengers carried, 61 passengers traveled by street car, 36 passengers traveled by motor coach, and 3 passen-

gers traveled by trolley coach. In the smaller cities and towns, from 25,000 to 100,000 population, out of every hundred passengers carried, 50 passengers traveled by street car, 48 traveled by motor coach, and 2 passengers traveled by trolley coach. In the communities under 25,000 population, 32 out of every hundred passengers carried traveled by street car, and 68 traveled by coach. In the interurban areas 88 per cent of the passengers traveled by rail, and 12 per cent traveled on coach lines.

The circle chart shows that out of the entire 13 billion passengers carried in 1936, 76 per cent traveled by rail, and 24 per cent traveled by coach. It shows also what percentage of the total was carried by each method of transportation.

Vote NO—Proposition "A"—May 4th

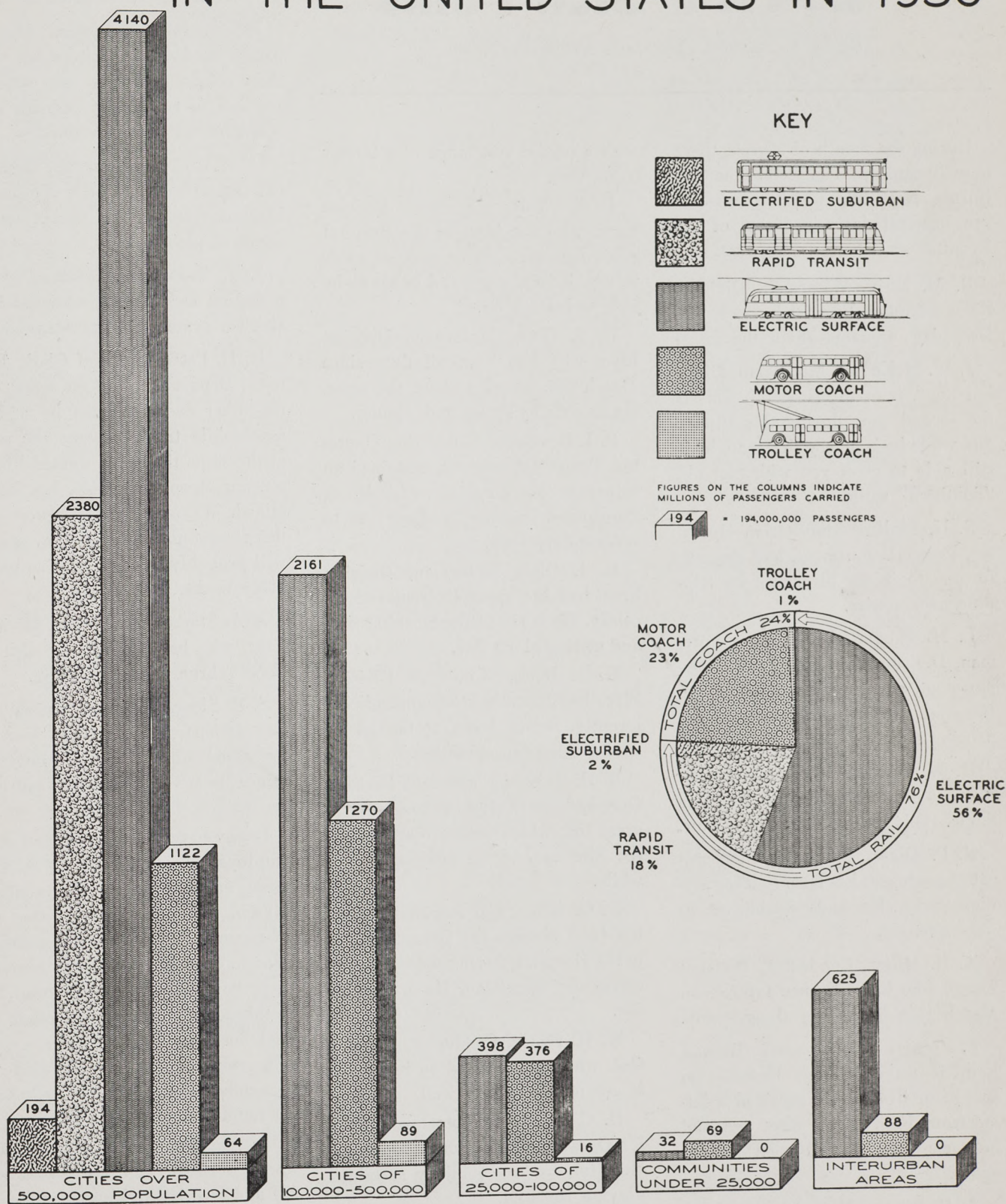
## Passengers Carried in 1936

(Adapted from Transit Journal)

	<i>Electric Surface Railways</i>	<i>Rapid Transit Railways</i>	<i>Electrified Suburban Railroads</i>	<i>Total Rail</i>	<i>Trolley Buses</i>	<i>Motor Buses</i>	<i>Total Coach</i>	<i>TOTAL</i>								
	%		%		%		%									
Cities over 500,000.....	4,140	53	2,380	30	194	2	6,714	85	64	1	1,122	14	1,186	15	7,900	100
Cities of 100,000-500,000	2,162	61	—	—	—	—	2,162	61	89	3	1,270	36	1,359	39	3,521	100
Cities of 25,000-100,000	398	60	—	—	—	—	398	50	16	2	376	48	392	50	790	100
Communities under 25,000	32	32	—	—	—	—	32	32	—	—	69	68	69	69	101	100
TOTAL.....	6,732	55	2,380	19	194	2	9,306	76	169	1	2,837	23	3,006	24	12,312	100
Interurban Areas .....	625	88	—	—	—	—	625	88	—	—	87	12	87	12	712	100
Total for United States	7,357	56	2,380	18	194	2	9,931	76	169	1	2,924	23	3,093	24	13,024	100



# HOW 13,024,000,000 PASSENGERS TRAVELED BY MASS TRANSPORTATION AGENCIES IN THE UNITED STATES IN 1936



—Research Department



# News of LARY Sick Folks

By R. A. PIERSON, Superintendent of Personnel

During the month of March, there were 20 employes confined to the California Hospital, which represents 218 hospital days. The cost of the Hospital service was \$1,645.00.

B. M. Ihrig, Motorman, Division Five, who has been sick since last December, remains about the same.

J. W. McKeown, Motorman, Division Four, is in the Hospital. This is the second time during this illness, and while he is a very sick man, he is still able to greet you with that old "Southern" smile.

S. H. Phillips, Sub-station Operator, Power Department, had the misfortune to injure his ankle by tripping over a wire.

L. M. Thomas, Car Cleaner Foreman, Division Four, Mechanical Department, spent several days in the Hospital. He is home now and improving slowly.

H. W. Clark, Motorman, Division Four, underwent an operation on his ankle. He is getting along nicely now.

R. P. Adams, Carpenter, Mechanical Department, has been sick for several weeks. He finds it difficult to gain strength.

A. R. Miller, Conductor, Division Three, who had his knee injured on March 16th, is getting along nicely.

F. Jewett, Conductor, Division Four, is in the Veterans' Hospital on account of illness. We received a letter from Fred a few days ago and he feels that he will soon be out again.

A. B. Parker, Motorman, Division Three, met with a painful injury a few days ago when he cut his knee

with a scythe. Not much of a farmer to do that.

L. E. Wall, Motorman, Division Four, who has been in the Hospital since February 8th on account of an injury, is improving and hopes to be able to leave soon.

R. S. Drew, Motorman, Division Five, who has been off duty since March 8th, remains about the same. He is able to be up and around.

B. I. Boughton, Sub-station Operator, Power Department, sustained an injury to his hand recently. He is improving, however, and expects to resume duty soon.

L. J. Olen, Motorman, Division Five, had his appendix removed recently. He is out of the Hospital now and getting along fine.

H. A. Jones, Motorman, Division Five, had an attack of appendicitis recently, but it looks as though he would escape an operation.

R. H. Rogers, Conductor, Division One, had the misfortune to break his great toe, which means that we will see him around on crutches for a while.

H. O. White, Car Repairer, Division One, Mechanical Department, is in the Hospital, having undergone an emergency operation. He is improving.

W. H. Dyson, Conductor, Division One, who was operated on in March, is getting along very well.

H. C. Brentner, Motorman, Division One, is spending some time in the Hospital due to an injury sustained playing baseball.

H. M. Pankey, Motorman, Division

Five, is in the Hospital on account of illness. He is very cheerful, although he has been suffering a great deal.

C. A. Kern, Motorman, Division One, is home from the Hospital, but his condition remains about the same.

R. W. Reid, Foreman, Division Three, tried out the sick list for about three weeks, which is very unusual for him, as we usually hear his voice when we call that Division.

R. M. Eells, Car Repairer, Mechanical Department, has been confined to his home for several weeks on account of pleurisy.

J. J. Brannick, Flagman, Transportation Department, who has been sick for some time, is improving.

H. H. Peterson, Chief Clerk, Electrical Department, got the worst of it the other evening when he and an automobile tried to cross the street at the same time. We wanted him to try our Hospital service, but he declined. We are glad to report that there were no bones broken, and he will probably be back with us before many weeks.

L. A. Starkey, Motorman, Division Four, who has been on the sick list since February, is improving.

S. B. Sloan, Flagman, Transportation Department, who has been ill for some time, remains about the same. He is very anxious to get back on the job, but is not ready yet.

Regret to report the deaths of seven employes during the month of February and five during the month of March, also the death of the wife of one employe during the month of March. Ten of the employes who died were covered under our Group Life Insurance Policy, but the other two had not been in the service a year. The employe whose wife died was a member of the Wives' Death Benefit Fund Plan.

During the month of February there were 419 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy, and during the month of March there were 173.

Vote NO—Proposition "A"—May 4th



## OBITUARY

Samuel Holcombe Deane, Motorman at Division Three, died April 13, 1937. He was born in Buffalo, New York, November 22, 1888, and entered the service of this Company as Motorman, February 27, 1923. On October 1, 1931 he was appointed Extra Clerk at Division Three.

Mr. Deane is survived by his widow and one son. He was a member of F. of A. M., Glassel Park Lodge No. 605, Los Angeles.

Henry Michael Swant, on the Pension Roll, died April 5, 1937. He was born in Chillicothe, Oklahoma, April 20, 1874, and entered the service of this Company as Motorman, Division One, June 20, 1910, appointed Flagman April 15, 1923, and placed on the Pension Roll, February 1, 1932. He is survived by his widow.

John Crosby Thomas, Operator, Motor Coach Division, died March 31, 1937. He was born June 25, 1909, in Overton, Nevada, and entered the service of this Company August 27, 1936. He is survived by his widow.

The wife of Lawrence Raymond Lynch, Flagman, Transportation Dept., died April 15, 1937.

The wife of Julius Blum, Cost Accounting Clerk, died April 5th, 1937.

## THE MARKET PLACE

FOR SALE OR TRADE: 10 acre apricot ranch, four room house and a large barn, Hemet, California. Lot on Florence Avenue at Seventh Avenue, Los Angeles. Cash or terms. Ray Shire, 5739 Third Avenue, Division 5, Mechanic, Nights.

FOR SALE: A Coleman camp stove with folding oven—\$5.50. J. A. Morris, Conductor, Division 3, 3425 Roseview Avenue.

FOR SALE: Four room cottage and garage with all conveniences, Lake Arrowhead. C. J. Jackson, Motorman, Division 4, Phone RI 1185.

## Road Space

By J. COLLINS, Supervisor of Safety

When I see a man violating the road space rule, I feel the man is either inexperienced (not realizing the importance of the rule) or that he does not intend to observe it.

Road Space—has been adopted as a rule—therefore, not a debatable proposition, but to be observed to the best of your ability. It is similar to a block system, and applicable to all things ahead of your car. It means that, as your distance decreases, speed decreases in relation to this distance—having a definite point at which to stop short of danger point—in other words, under-shoot the object.

Road Space as applied to street cars in No. 2 Zone, is for the purpose of spacing the cars a uniform distance apart, and giving better service rather than having the cars bunched, and making unnecessary stops. The man applying the road space will not find it necessary to make the one hundred foot stop, except where car ahead diverts from his line.

Road Space as applied to street average speed of the car ahead a certain distance back; taking advantage of the stored energy in the car, instead of numerous applications of power and air—the speed decreasing as the distance is shortened; making a stop one hundred feet back. This same idea practiced from different speeds on all kinds of objects is the one certain way of preventing accidents involving the front end of a streetcar.

I often see motormen in charge of two-motor cars over-running passenger stops—instead of under-shooting his stops he is over-shooting them, causing a delay in standing time for passengers to walk to the steps. This is an indication that the man operating the car, a position requiring the

Vote NO—Proposition "A"—May 4th

highest degree of judgment, is using very poor judgment, or none at all.

Another important factor, which many men are overlooking, is taking advantage of half speed conditions. Never feed controller to full speed, when conditions ahead are such that you have to throw power off as soon as you have reached the last notch, and immediately take an application of air to avoid contacting a thing that was there from the start. In other words—never feed past the first running notch, unless you can feed to full speed, and take full advantage of the last running notch.

Some men seem so afraid that an automobile, running alongside the car, is going to make a left-hand turn in front of them that they race it to the point where such a turn is most likely to be made, and hit it, causing a delay to service, and possible injury to some person.

Vote NO—Proposition "A"—May 4th

## BELLS

*Congratulations to . . .*

Transfer Clerk A. M. Emerson (Division 4) married February 25 to Miss Florence F. Kreader.

Motorman L. H. Shallcross (Division 1) married March 23 to Miss Dorothy Mourer.

## YELLS

*And Our Best Wishes to . . .*

John Ronald, born to Motorman (Division 4) and Mrs. John Vreeken on March 18.

Joyce Marjorie, born to Conductor (Division 4) and Mrs. R. O. Enfield on March 24.

Albert Lee, born to Motorman (Division 1) and Mrs. S. H. Wersal on April 4.

Joan Curtis, born to Motorman (Division 4) and Mrs. Walter E. Curtis on April 11.

Patrick Albert, born to Car Repairer (Division 3) and Mrs. Leo Harryman on March 18.

Beverly Jean, born to Carpenter (South Park—Dept. 12) and Mrs. L. B. Rowen on April 11.



# THE GENERAL COMM REME

**WHAT WE, THE  
EMPLOYEES, HAVE  
DONE TO DATE—**

As employes we have distributed literature, written to our friends, solicited our acquaintances and generally educated the public that Proposition "A" on the May 4th ballot is an insidious proposal which would injure the development of the City of Los Angeles, the Transportation System we operate, and our future prospects.

And we've done a good job.

Never in the history of LARY has our future seemed brighter than now and we cannot afford to jeopardize it by allowing Proposition "A" to succeed at the polls.

**WE CA  
ON**

**IF WE A  
FRIEND**

**"N**

**ON PRO**

**66**

**LET'S FINISH THE JOB W**



# COMMITTEE ASKS YOU TO MEMBER

AND WIN  
EASILY

AND OUR  
S VOTE

“NO”

PROPOSITION

”

WITH “NO” VOTES MAY 4th

**WHAT WE, THE  
EMPLOYEES, MUST  
DO MAY 4th—**

The work of education is over.

The real work of winning the campaign  
is but started.

We must be sure that we and our friends  
go to the polls Tuesday and vote “NO” on  
Proposition “A.”

We’ve worked hard, but we’re only half  
finished, so let’s be sure to finish the job,  
as we’ve started, by getting out every  
friend to vote.

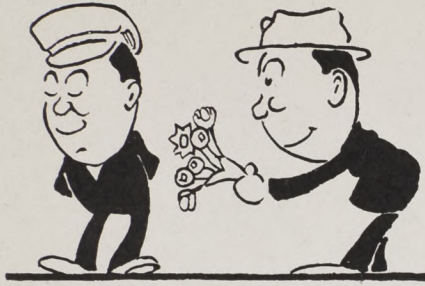
It is our plain duty to our city and our  
families.

We can win if we get our “NO” votes to  
the polls . . . and we **MUST** win.



# SALESMEN

## COURTESY NOTED



### Large Crowd Handled Well . . .

"I feel it my duty to inform the company of the capable, pleasant and efficient manner in which conductor No. 440 (**C. J. Knittle, Div. 4**), car 86, on the Adams Line, handled the largest crowd I ever encountered on a streetcar. I went down this A. M. on the 'A' car around 8 o'clock to a funeral and being unable to drive our auto I ride your cars. There must have been some trouble on the line for this car was packed, standing in every available space. This conductor was so pleasant he thanked everyone who handed him \$1.00 for passes and kept the passengers in good humor by his courtesy and everyone was happy. I have been on your cars when the conductors would yell 'move up' like we were a lot of cattle and get everyone cross and ugly.

"This conductor this morning never uttered a loud word but he certainly knows how to handle a crowd efficiently and gentlemanly. We are all prone to find fault if a conductor displeases us, then why not compliment him when he deserves it? And number 440 surely deserves to be complimented."

MRS. D. J. SAYER,  
2406—11th Ave., Los Angeles.

### Students Express Thanks . . .

"In behalf of those students of Washington High School who ride the Van Ness and Eighth Avenue school bus we wish to express our gratitude to **Mr. J. C. Mulder** for his kindness and consideration in taking us to and from school. He has always shown us every courtesy possible and as he is leaving, we wish him much luck and happiness."

Signed: Regene Jacobs, Grace Jensen, Frank Tate, Dorothy Blasnek, Florence de Goede, Evelyn Robinson, Bob Hewitt, Margie Lowery Lillian Udink, Irene Clark, Peggy Kalpakian, Max Allomong, Paul Frankl.

### 1329 Helpful . . .

"This is not a complaint but a commendation for one of your employees. He is

conductor 1329 (**A. Hancock, Div. 4**) on the '3' line.

"I had noticed his kind manner to the patrons a number of times. About two weeks ago his helpful attitude toward an old lady was worthy of honorable mention.

"He even got down into the safety zone to help her with her large bags. This was done in an unassuming manner.

"I have noted his patience a number of times and am glad to write this."

CLAIRE HAYES,  
525 S. Harvard, Los Angeles.

### "Fine Fellow and Gentleman . . ."

"I believe it only right I should call your attention to the courtesy extended to me this morning by your conductor 352 (**R. Enright, Div. 4**). When I started to board his car this morning, Broadway and First, he noticed I was slightly crippled and assisted me on the 'P' car. His action was quite different from another conductor on your line whose number I did not notice, who ordered me to 'hurry' and made no effort to help me. This man was on an 'H' car.

"I have this to say—the young man No. 352 is a fine young fellow and a gentleman."

GRACE M. AINSWORTH,  
1347 Edgecliff Drive, Los Angeles.

### Vote NO—Proposition "A"—May 4th

### Thoughtfulness Noticed . . .

"Please, may I thank you for employing such a kindly gentleman, No. 146 (**C. L. Walinder, Div. 5**) on the 'V' line? Everyone notices his thoughtfulness to be ever so helpful to all who need his aid.

"When I got on that particular car, about a week ago, I was feeling blue—but how I changed, when I saw how kind this man was to all who patronize your company on that particular car. His thoughtfulness made me realize how much we should help all, as he helped many.

"Thank you again for such a man."

MISS KATIE-JEWEL MORROW,  
1346½ Morningside Court, Hollywood.

### Contrast . . .

"I want to let you know I think you have some very fine men in your service.

"Sunday about 1:00 p. m. I was on the 'S' car No. 1376, in charge of Conductor No. 100 (**E. V. Athenous, Div. 1**). A woman got on around Santa Monica and Western, started to pass the conductor but when she saw he was waiting for her to pay her fare, she handed it out to him, he said in a very soft kind voice, 'Please put it in the box.' She said, 'Well, can't you put it in?' He said, 'that is against our orders; we are not allowed to.' She turned up her nose and put the fare in but with such a mean look. I just could not help notice the difference; he seemed a gentleman but she was not a lady."

MRS. GOODMAN,  
3317 S. San Pedro St., Los Angeles.

### Extremely Courteous . . .

"I have had occasion to ride on one of your No. '2' cars a great deal and could not help but observe your conductor No. 1596 (**H. F. Hames, Div. 4**) who seems to take a keen delight in helping out his passengers. This gentleman, and I mean gentleman in the fullest sense of the word, is extremely courteous, no matter what the circumstances are, and answers questions put to him—some of them very foolish ones—with a smile, his actions causing many very complimentary remarks among his passengers."

J. A. FARRELL,  
614 S. St. Andrews Place, Los Angeles.

### Riders' Welfare Considered . . .

"Re: Motorman 857 (**F. H. Busse, Div. 4**), Conductor 858 (**H. Fisher, Div. 4**).

"As a daily rider on your cars and buses, I wish to compliment two men who, in my estimation, give outstanding consideration to the welfare and general comfort of the (usually ungrateful) public.



# OF GOODWILL

## BY RIDERS

"You no doubt have many men in your service who give the public consideration, over and above the duty required of them, but the two above mentioned men would be wonderful examples for the majority.

"I have seen people run for cars and buses at regular stops and at transfer points, only to have the motorman or driver pull out and leave them. I have been on cars and buses when this has happened, only to have the motorman or driver slow down and even come to a full stop a few blocks away, to prevent coming into a checking point ahead of time. It makes my blood boil to have this happen and I have always tried to give the motorman or the driver the benefit of the doubt, knowing he has a schedule to keep. After riding for a number of years, I can't see where losing time through picking up passengers has the advantage over losing time by killing time.

"I have ridden on the cars operated by Motorman 857 and Conductor 858 a number of times and have yet to see them practice the above. The public, especially the working public, on the way home, would, I am sure, appreciate being able to make proper connections as they should if it weren't for the practice as mentioned above.

"We each must work for a living and I think a man should be complimented on his worthiness, so please pass my thanks along to Motorman 857 and Conductor 858—they have a hard row to hoe and we appreciate the manner in which they go about it."

J. A. MAYER,

2126½ W. Pico, Los Angeles.

**Vote NO—Proposition "A"—May 4th**

### Safe Operation . . .

"I would like to commend conductor 1948 (J. G. Cupp, Div. 5) operating on car No. '9', last Friday evening between the hours of 6 and 7 p. m. from Santa Fe depot south over West 48th St., March 26.

"At a time of day when cars were crowded and a number of travelers from the trains were asking directions, this conductor took trouble to answer all courteously and with a real interest that each one found the streets and connections he was

desirous of. He was also careful of passengers' safety in entering and leaving, notwithstanding that he looked very tired, himself."

ISABEL S. DAVENPORT,

1430 W. 52nd St., Los Angeles.

### "Very Accommodating . . ."

"Please may we take the liberty at this time to give praise to one we think should have it.

"Many times in the last few weeks we have had business in the vicinity of the Santa Fe Station.

"On several occasions we were fortunate in boarding one of your cars with one of the most courteous conductors one could wish to come in contact with.

"We have commented to ourselves many times how wonderful it must be to have in your employment such lovely men.

"This party is so quick and yet kind and very accommodating to everyone.

"We ride many of your cars every day in all sections of the city as we contact all of our banquet prospects in this manner.

"Please let me inform you that we have noticed that this young man of whom we speak is also spotless and clean, shirt and collar white as snow.

"Do not feel that we have praised this person too much for we feel that employees like this deserve praise.

"I don't know if from the only identification we could give would help or not.

"On his cap we noticed a No. 1936 (F. Skarda, Div. 5).

"With the hope that we may enjoy many rides with such pleasure.

"From two of your sincere patrons."

MRS. E. JANES,

MISS J. DESMOND,

Hotel Hayward, 6th and Spring Sts., Los Angeles.

### Real Asset . . .

"I am a regular patron of the Los Angeles Railway and have been for the past 16 years. During those years I have come in contact with many conductors of various types.

"I can't recommend too highly the courteous and able service rendered by one of your conductors—No. 1601—on the 'I' line (N. A. Helfrich, Div. 4).

"Men who render such service are a real

asset to the company. Let's hope we have more conductors like 1601."

RAYMOND H. SCHOMMER,

1635½ Rockwood Street, Los Angeles.

## Other Trainmen Receiving Commendations This Month:

### OPERATORS:

R. H. Smith, Florence  
E. S. Keitzman, Alvarado  
H. W. Strode, Melrose  
L. A. Burns, Alvarado  
J. M. Elek, Figueroa  
C. M. Henderson, Wilshire  
H. L. Reid, La Brea  
O. Johnson, Normandie  
H. J. Simmons, Western  
W. C. Stange, Wilshire  
F. E. Caldwell, Wilshire  
E. J. Randles, Wilshire  
L. M. Brown, Sunset  
O. M. Lewis, Inglewood  
V. C. Cox, Whittier—E. Ninth St.  
C. B. Montgomery, Slauson  
H. A. Koll, Eagle Rock  
M. F. Robinson, Eagle Rock  
W. A. Bacon, Wilshire

### MOTORMEN:

H. G. Ackerman, Div. 4  
C. T. Vaughn, Div. 3  
W. Bridge, Div. 1  
D. E. Fletcher, Div. 1  
P. H. Thompson, Div. 1  
W. H. Welch, Div. 4  
E. J. Zumault, Div. 5  
J. M. Davis, Div. 4

### CONDUCTORS:

D. H. Smith, Div. 1  
E. W. Park, Div. 1  
H. F. Keiser, Div. 1  
J. C. Collins, Div. 1  
N. A. Helfrich, Div. 4  
G. Frith, Div. 1  
H. P. Freburger, Div. 4  
R. E. Parsons, Div. 5  
E. K. Urban, Div. 1  
G. T. Bucher, Div. 4  
W. W. Harbeck, Div. 4  
W. H. Snow, Div. 4  
N. L. Hoskins, Div. 1  
T. O. Latham, Div. 4  
C. L. Gaul, Div. 3  
F. S. Leon, Div. 3  
F. C. Peterson, Div. 3  
T. C. Isbell, Div. 4  
S. R. Leckey, Div. 3  
R. C. Radger, Div. 5  
R. E. Jeppson, Div. 4





DIVISION ONE BASEBALL TEAM: Standing (left to right)—Dick Means (Captain), A. J. Bell, R. E. Dorsey, E. A. Sears, H. Van Unen, A. F. Hedrick, C. E. Green, L. G. Nethersole (Manager). Seated (left to right)—E. R. O'Neill, J. L. Carney, R. E. Beckett, M. S. Jacobson, J. R. Butler, R. E. Priest, H. M. Ferguson, Mascot Donald Green.

# LARY Nines Getting Action

## Good Ball, Plenty of Spirit, Displayed in Openers

By C. J. KNITTLE

*Conductor Division Four*

SOMETHING had to happen. Vernon Yard and Division Four were fighting to hold an early lead in the Lary Baseball Tourney. Each had won two games and lost none. So the best way to break the tie was to have them play it off.

Incidentally, they were scheduled to play together on April 25. They did but TWO BELLS went to press several days before the game.

If you have not heard the results,

just phone Division Four or Vernon Yard and be informed.

It probably was a fine game. Both teams are in excellent shape and may monopolize first and second place throughout the season.

Divisions One and Five are also giving a fair account of themselves but it appears Division Three is about to start climbing and should make third place easily in the next three or four weeks.

Coach Team has several good players but does not seem to be clicking well. This is still a new season, however, and these lads should perk up

and strive for team work. The spirit, individually, is very good.

The League, as a whole, looks mighty fine on the playing field. Each team has been completely equipped with new uniforms.

A refreshment stand, conveniently located near the grandstands, serves excellent sandwiches, soft drinks and candy. Nothing over five cents and twenty per cent of the profit goes to the League.

All employes, their families and friends are cordially invited to attend the games.

Vote NO—Proposition "A"—May 4th



The results of the last four games follow:

APRIL 11 at 10:30 A. M.

	R H E
Division 5 .....	201 055 14—18 9 0
Coach .....	000 010 00—1 6 13

Batteries: Beals and Bartlett; Wren, Logan and Martin.

Beals' pitching was the feature of the game. Burns of Coach struck the first home run of the season. Incidentally it was the only run scored by Coach. The game was called after the eighth inning on account of the unbalanced score.

At 1:30 P. M.

	R H E
Division 4 .....	407 010 213—18 22 4
Division 1 .....	003 021 004—10 14 5

Batteries: Vance and Stevers; Means, Carney and Hedrick.

The hitting of Andrews, Lipscomb and Waggoner of Division 4 were the features. Green, Division 1's right fielder, made a homer in the sixth. The bases were empty.

APRIL 18 at 10:30 A. M.

	R H E
Division 3 .....	011 000 220—6 7 7
Division 1 .....	010 030 201—7 8 6

Batteries: Woodward and Martin, Meek; Means and Beckett.

A good pitchers' battle and either team's game till the last minute of play. Bell, Division 1 third baseman, brought in the winning run with a long hit to right field, scoring Means from second.

At 1:30 P. M.

	R H E
Vernon .....	201 630 120—15 15 5
Coach .....	000 000 030—3 6 12

Batteries: Peralta, Espana and Quihuis; Wren, Burns and Martin, Wren.

Coach appears to be having some trouble getting started this season. Best wishes to them. There was practically no competition in their game with Vernon.

#### LEAGUE STANDINGS

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

## Bowling Results Find Transit Employees in Third Place

By CHARLES H. HARDY

The 1936-37 Winter Bowling Season for the Transit Employees Team entered in the Broadway Commercial League and rolling at 3604 South Broadway, is all over, including the shouting, with the Transit Employees winding up in third place. The team was composed of the following: Harold Petrie of the Engineering Department, Doyle Rishel and Wes. Nolf of the Garage, Howard Winans

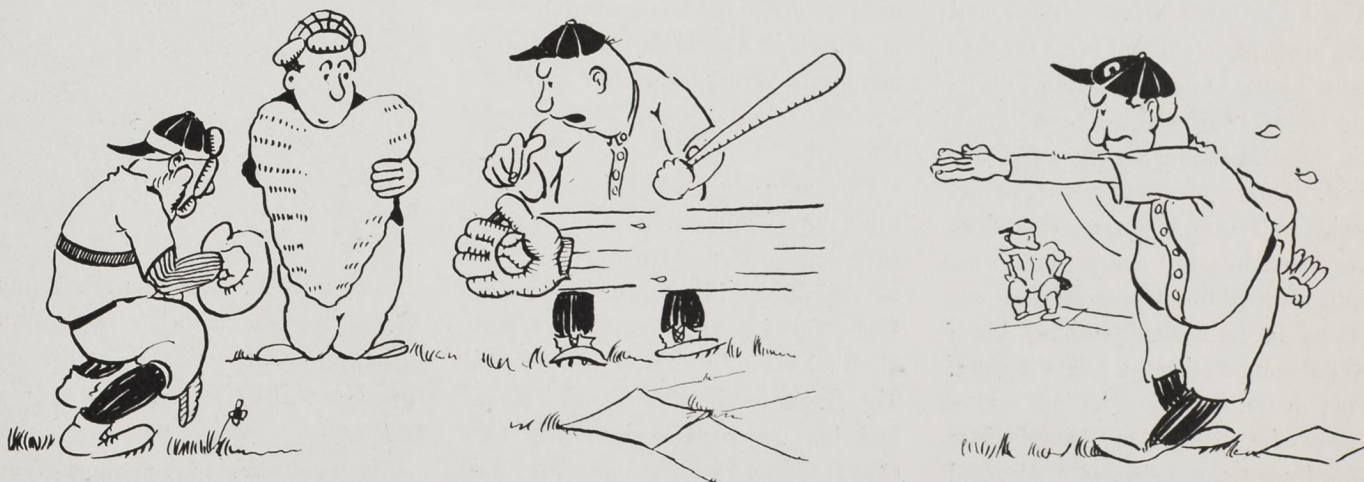
from Division 4 and Ed Fleming of the Maintenance of Way Department.

The following are some of the highlights of the Season's play. The Transit Team held first place in the League for about half of the Season, being passed up by the Firestone Lumber Company Team who held that position the balance of the Season until the last night of play on which these two teams were matched. Our boys took 4 points from the Lumber Team which removed them from first place allowing the Uhrig Tire Company to move into first. The final standing was Uhrig Tire Company 72 points, Firestone Lumber Company 70, and

Transit Employees 68 with other teams following down the line. At one time during the Season the Transit boys held the high individual score, the high individual series, high team score and high team series. However, these were all lost except the high individual score of 259 held by Doyle Rishel, this topping Ed. Fleming's high score of 256.

The Transit Team went down fighting by winning the sweepstakes at the end of the season and although the boys have to admit that the best team won, they still have their sleeves rolled up and a grim look on their faces when they admit it.

Vote NO—Proposition "A"—May 4th



"What's the rule in a case like this?"

(We don't know how he did it, either—even if he is a left-handed pitcher!)



# Around The Divisions



H. I. SCHAUBERT

Charlie McCallister, Night Supervisor, made a sad trip last month to attend his mother's funeral back in Oklahoma. Please accept our sincere sympathies, Charlie.

Received a card from Pete Hughes a few days ago. He went to spring training camp with the Cincinnati team in Tampa, Florida, but has been farmed out to the Durham, North Carolina, ball club.

Peculiar happenings at Vernon Yard. Sparks wearing a cap. Fleetwood wearing shoes that are not mates. Fleming trying to whistle. Copper's silence regarding an injury to his snozzle. Zillig moved last month and Jamison did not. Barrett wearing out a pair of shoes. Rankin coming to work shaved. Swearingen has not gone fishing yet. No arguments regarding vacation choices.

The 1937 ball season started off favorably for the Vernon Club with a win over Division Three, and prospects are bright for another successful year for the team. Manager Jack Harris has made a few changes and any opposing team that beats the outfit will have to be good. Ignacio Corpio is now playing third base, "Smiling" Joe Miranda moving to center field. Johnny Mendez, a star on the basket ball team, is playing first base. Joe Saiza hits too many home runs to be allowed to pitch, so he has been placed in right field and his place on the mound taken by Louie Peralta, who, in the first game of the season retired the first sixteen men to face him. Even George Ferguson admitted the possibility of a Vernon victory before the start of the game when he refused to hold communion with Charlie Netz.



C. J. BAYLOR

Opening the 1937 LARY Baseball League Season the Division One Team took a nice trimming from the Division Four boys to the tune of eighteen to nine.

Taking advantage of some very ragged playing on the part of the Division One Team, the Division Four Team started out by scoring four runs in the first inning of the game and seven runs in the third to put the game on ice. Division One Team made nine errors, while Division Four made only three miscues. Division One made fourteen hits against sixteen for Division Four.

On the mound for the home team, were Means and Carney—Vance was the winning pitcher for Division Four.

The boys of Division One showed a lot of promise and will be giving all of the teams a good game before long.

The team would like to have all those that can come out and see the games and root for the boys—remember a strong rooting section is as important as a good strong team. The boys were happy to see our Superintendent and Foreman at the Ball Orchard.

One morning recently upon hearing a noise that sounded like a young earthquake in the trainmen's room we decided to investigate the origin. When arriving at the scene we found D. W. Nycum, a charter member of The Order of the Punch and Token, had just received a short slip for One Hundred Dollars—yes, Bill misread his fare box.

Motorman G. L. Stoddart, is taking fourteen days vacation to renew

**Vote NO—Proposition "A"—May 4th**



*Left, Conductor E. V. Anthenuos, Div. 1, and Right, William Thompson, in 1912. Thompson is now a Captain in the L. A. Police Department.*

some old friendships in the San Joaquin Valley.

Conductor J. R. Sproule is taking twenty-one days vacation for a trip to Flint, Michigan.

Conductor R. W. Brigham is taking a ten-day tour of the Western States traveling via Grand Canyon, Bryce Canyon, Zion National Park and Hoover Dam.

Conductor H. I. Frey is at Grant's Pass, Oregon. He will spend the next forty-five days there.

Conductor J. E. Davis has taken the next forty-five days off to visit relatives in Missouri.

Conductor L. M. Hillis is starting April 3 for Massachusetts on account of illness of Mrs. Hillis. We all hope that Mrs. Hillis will have a speedy recovery.

My apologies to Conductor and Mrs. F. W. Hoppel for failure to mention in last month's issue of TWO BELLS the arrival of Fredrick Thomas, born on February 21.





# 16th Street Coach

CHARLES H. HARDY

A hilariously intoxicated lady boarded a coach piloted by B. R. Hobbis recently. "I am so glad to see you," she cried, as she wrapped her arms about him and kissed the back of his neck.

We welcome these new men who recently joined the Coach Division: I. N. Weide, O. S. Flinn, R. Perlman, C. C. Bird and T. F. McCulloch who was transferred from Virgil Street.

Mrs. J. C. Thomas sent the Coach Division a note of appreciation for the flowers and funds contributed by the coach operators when her husband passed away suddenly.

New Men on Wilshire in the past few weeks are W. W. Squyres, E. L. Welch, R. B. Crownover, J. U. Arant, R. H. Regan and H. S. Walrath.

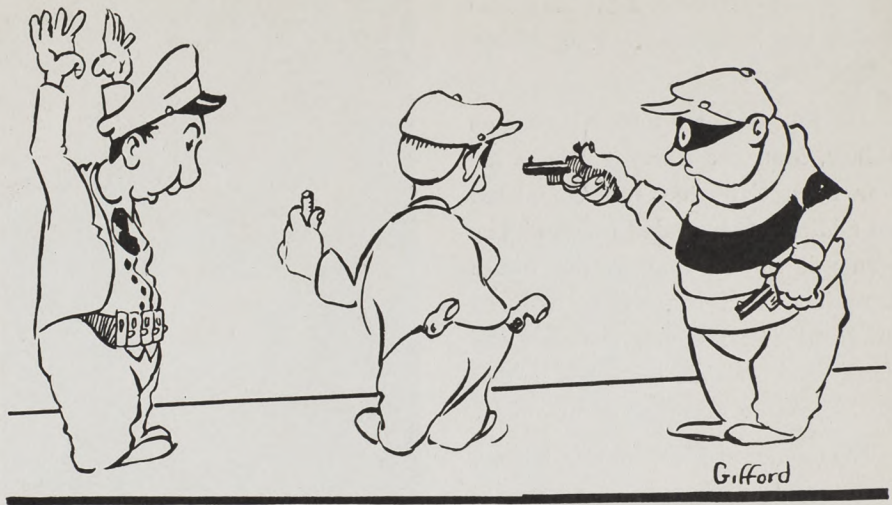
B. H. Nicholson who received injuries in a smashup while coming to work in his car, is back on the job almost as good as new.

J. H. Sherwood claims that his lady passengers admire him so much

**Vote NO—Proposition "A"—May 4th**



Betty, five-year old daughter of Operator and Mrs. Ernest Randles.



"Only one roll of tokens! 'Let's turn him in, Butch.'"

that it almost scares him. One of them bakes big luscious apple pies which she brings out to him on the coach. Johnnie feels that Clark Gable may as well retire now.

## GARAGE

Claude Simmons and a relative are now the proud possessors of Hollis Greager's boat. When they tried it out, water came in faster than they could bale it out. They were about to give it up to Davey Jones when it was discovered that the drain valve was wide open.

Wally Weberg, the garage night-ingle, achieved his lifelong ambition when he sang into a microphone recently. The touching little number he rendered was rudely interrupted when someone drove away with the loud speaker equipped coach.

H. Froby, one of our new men, used to work for a coach garage in Chicago before coming here. One of his duties was to crank 40 old coaches by hand in zero weather.

P. Wood and E. Graham playing golf with W. Turner and McCurdy recently were 12 strokes ahead when they landed in a ditch. After killing all the snakes, Wood and Graham emerged from the ditch and lost the game by 5 strokes.

New men in the garage are W. Hylan, L. E. Turk and Jesse Doerr (who has been with us before). We extend them a welcome.

There was meat on A. Young's table when he returned from his hunting expedition with 19 rabbits. We understand that O. Knox wore out one of his two guns, shot off a box and a half of shells, then had to stop in at a butcher shop on his way home. Of course Knox cannot sneak up on rabbits the way Young does.

Mr. and Mrs. W. Lingford wish to thank the boys for the wedding gift, a nice 95 piece set of dishes.

**Vote NO—Proposition "A"—May 4th**



# Division Three

L. VOLNER

On April 1, an automobile tire, neatly wrapped, was lying in the street on North Broadway. It was reported a motorman on a "W" car stopped his car, hopped off and tried to secure the tire, but found it safely anchored to the street. We were wondering if the motorman could have been that popular fellow J. Naggie.



When our men want to talk on the telephone now they may do so without any interference, as a very neat booth has been installed in the assembly room.

Having had an unusual run on salads, Manager Harry Tuttle of the Car Barn Cafe, has just completed an addition to his salad room, and he wants it known that in the future tempting salad concoctions will be on hand at all hours, and that the extra space which has been added guarantees no skimping at any time.

The mother of Motorman O. Klages was enroute to Texas in an automobile, driven by Mr. Klages' brother-in-law, when a tire blew out, causing the auto to overturn, killing Mrs. Klages. Mr. Klages has the sympathy of the Division in his bereavement.

On the morning of Tuesday, April 13, Division Three was deeply shocked and grieved when it became known that S. H. Deane had passed away a few hours previous at the California Lutheran Hospital. The operation in itself was not a serious one, but in his case complications set in which caused his demise. Sam, as he was familiarly known to everyone connected with this Division, entered the service February 27, 1923, shortly after he had received his discharge from the U. S. Army service. During his years with us he has worked as extra clerk and stenographer, as well as motorman and one-man operator. His knowledge of Division work made him extremely valuable—especially in office work, and his wonderful personality endeared him to everyone who knew him.

Funeral services were held Thursday, April 15, from the Little Church of the Flowers in Forest Lawn Cemetery, in charge of his former buddies, who are now men of the American Legion. Masonic services were concluded at the grave side. He is survived by his wife and young son, and the deepest sympathy is extended to them in their sad bereavement.



*Wayne, Marilyn and Donald, the family of Motorman and Mrs. E. R. Mathews (Div. 1).*

**Vote NO—Proposition "A"—May 4th**



**D. S. COBURN**

The many friends of Mr. and Mrs. Van Vranken will be interested to hear of their departure on a leisurely trip to the East. On Saturday, April 17, with their car packed they smilingly started on their long trip which will take them to Carlsbad Caverns, New Orleans, through Florida, Virginia and on to New York, planning to arrive there about June 1. After a month in New York with their daughter and grandchildren they will return to California driving through Canada on their way home.

On Sunday, April 25, the Office Force challenged the Operating Department to a soft-ball game at Griffith Park Playground. The Office Team were very confident of winning the game as were the boys on the Operating Department Team. It is hard to predict who will win, but everyone will have a good time and a lot of good laughs. Undoubtedly more games will be planned in the near future.

Mr. Patton found himself in rather a hot spot a few days ago. While driving in his new Chevrolet a trolley wire broke and fell on top of his car. The Fire Department arrived at the scene and one of the firemen tried to persuade Mr. Patton to get out of the car, but he decided to lay flat on the front seat until the hot snake-like wire was taken care of. Luckily the only damage done was to the paint which was burned off in a few spots.

T. K. (Pinky) Newen is next in line for vacation and he is all set to start on a trip to the East. He intends to visit his former home and return driving a new car.

Miss Cohen, of the General Office, had a thrill a few days ago when Pinky Newen took her home in his "Pelican." (The "Pelican" being a beautiful \$3500.00 Franklin, or rather it was about 12 years ago.) We can't find out whether it was the ride in the "Pelican" or the company of Newen that caused the thrill. We are hoping this item doesn't reach a certain party in San Francisco.

Operator L. M. Brown has resigned to go into business with his father in Fresno.

One of our newer men was assigned a run on the Silverlake Line for the first time since breaking in. Some one told him to be sure to get the compass before starting out on the run. After asking the cashier and the dispatcher about it he decided that something was evidently wrong as he was only being met with a blank look which was covering the laughter that was hard to subdue. He finally pulled the run out hoping he would not get lost.





The new men breaking in at Virgil Division this month are: L. C. Boyce, D. B. Wagner, V. W. Pizer and C. M. Shelton. At Wilshire Division: G. M. Barcus, C. Aultman, G. T. Stone, W. W. Squyres, E. L. Welch, R. B. Crownover, J. V. Arant, R. H. Regan, E. F. Morgan and F. R. Morrison.

**Mechanical**

The new tool and stock room under construction on the main floor is just about ready. It will be stocked with parts that are most frequently used and will save time and many steps for the men in the shop.

Glenn Vollmer has moved into his new home in the heart of Montrose.

Orson Wells and Wayne Stewart, formerly of the Operating Department, are now doing their stuff for the Mechanical Department.

**Vote NO—Proposition "A"—May 4th**



C. J. KNITTLE

One would hardly believe that this Division is the headquarters for over 600 trainmen. Some months we are overwhelmed with news, happenings on the cars, but more often around the Division. Social events, fishing or hunting trips, bells, yells and incidents of every description sometimes snow us under, but it seems April was an exception. Things just did

not happen so we will do our best with the very little we have to offer.

Supervisor Frank Wescott, who regulates the departure of "P" cars at Pico and Rimpau terminal, was painfully, but not seriously injured, on April 8, when he started to cross the bus lane to inform an unobserving autoist that parking was not permitted on the private way. About that time, according to the report, a bus swerved into the lane and struck down the Supervisor.

Motormen P. R. Caldwell and C. E. Ellman resigned recently. Both gave ill health as the cause. Motorman H. Logan also left the service a few weeks ago to go in business for himself.

"Do you have mock chicken legs today?" asked a trainman as he seated himself in the TWO BELLS' Cafe.

"No," replied the waitress, "it's rheumatism makes me walk this way."

Janitors Ewart Phillips and Lester Zenerman are playing a domino tournament on noon hours these days. It appears to be a well matched contest and both lads claim to be getting some real mental relaxation out of it.

Conductor L. H. Elliott is the proud owner of that classy, red Willys with all the trimmings.

Motorman L. D. Gordon appears to be practicing a sort of strained economy these days. Tried to borrow a penny from another trainman to

save breaking a dime to pay the tax on his lunch one day recently.

April 18th was "off-day" for the Division Four Baseball Team but they arranged a game with the Sunrise Post Cubs at the Union Pacific Bal Park. The final score was 7-6 in favor of Division Four.

Conductor G. W. Schulze was granted a three weeks leave April 19, and left for Iowa.

Conductor T. O. Pittman left for Kansas April 19, on account of a death in the family. He was granted two weeks leave.

Conductor D. N. Duffey spent a pleasant month in Texas recently.

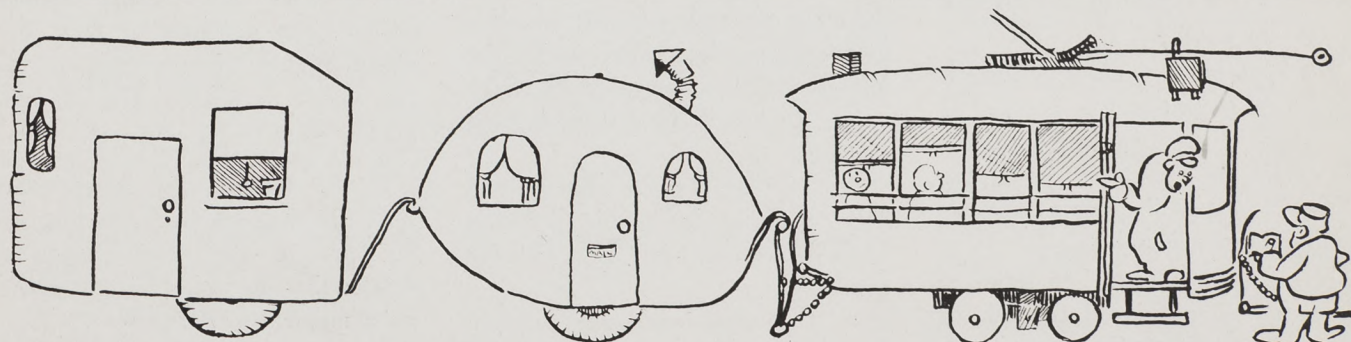
According to the sign boards Clark Gable and "Pop" Ellis have switched to Dodge.

**Vote NO—Proposition "A"—May 4th**



F. ARLEIGH FRAZIER

The best April Fool's joke this year is on W. C. Brown. Every year Julian, the south transfer table operator, has had a quarter nailed to the table floor. This year Mr. Brown came in the Machine Shop early in the morning and borrowed a screwdriver saying he was going to get that quarter. On finding Julian had not put his quarter out this year, Walter handed the screwdriver to one



*"It always happens when we cross the Arrow Highway!"*



of the men coming to the machine shop and asked him to put it on the office floor.

Harry Longway wishes to express his appreciation for the beautiful flowers sent to his daughter's funeral.

Joe Gordon had a wad of paper in one hand and a \$5.00 bill in the other, and was going out to give the five to someone. He stopped to talk to one of the blacksmiths—on leaving he wadded up the \$5.00 bill and threw it on the fire. That was the quickest Joe ever got rid of a \$5.00 bill.

Wouldn't you say Bob Hartman was some kind of a traitor? He played on the Uhrig Tire Company bowling team that won the Industrial League Championship and on the Sweepstake played a week later they won second place.

The first lady passenger in Los Angeles to ride on the new P. C. C. cars was Mrs. J. E. Steenrod, wife of our Assistant Chief Clerk Joe Steenrod, who had a ride the Friday the cars were received. Miss Buchen, Telephone Operator at South Park had a ride on one the next day.

Al Smith, of the Winding Room, did a little job for M. E. McCune, and Mac gave him a couple of cigars. Al started out the gate on the way home and the Watchman wouldn't let him out. He said he was carrying out two pieces of rope and had to have a pass.

Roy Haslan's injury has healed and he has returned to work.

Rex Guinard is a very hard man to find since starting the new one man cars. He climbs in one car and jumps out another.

Joe Spearing is thinking of installing a Lost Department on account of so many of his men losing things. He says he wouldn't need the "Found" part of the Department, as nothing is ever found.

Norman C. Farmer has returned to work, being injured the 5th of March in a basketball game.

George Hollman has given up all hope of making a ring-tosser of Dave

Rinehart. John Moore is thinking of taking Dave and teaching him the "Moore" technique.

Vic Lee and Jack Bailey went fishing last week. Vic had his usual luck and so did Jack. Jack caught nothing.

W. D. Smith's name was called at a theatre in Inglewood on a \$300.00 bank night—but he wasn't there.

Anyone that cares to buy corn, greens or small rat dogs see Mr. John Mathis.

T. J. Westcomb is vacationing at Catalina. Is matrimony the reason for an early vacation, Wes?



F. F. ROBEY

### Division One

We welcome to this Division—Pete La Bine, who has been transferred from Division Three.

Les Holloway and Elmer Gordon have joined the ranks of car owners, a Nash and Pontiac.

Our good friend Bill Slade is content now that the Cleaning Department is running smoothly.

E. L. Swartz and Elmer Gordon are still trying to win a cribbage game from E. F. Bond and Wm. McDonald, but it can't be done. "We" are "too good." Yes, Sir.

H. O. White was taken to the Hospital on March 9, for an emergency operation. While his condition is serious, we are all hoping for a speedy recovery.

J. J. Phillips tried to paint his car the other day with a brush and when he got through he had just the handle left—the bristles had all stuck to the paint. He has decided to give it to a painter to do.

"Al" Williams made what he had been calling for for months, a 29 top hand in cribbage, but then lost the game.

M. L. Green was home for two days, with a few small cuts on his head, caused by hitting his head on the wind-shield in an auto accident.

### Division Two

Once again Old Division Two is mothering something entirely new—the quiet movement of the new P. C. C. cars is hardly noticed unless the operator sounds the gong and that is all you hear. The cars slip through to the west end and out on the main line before you have time to think that a scheduled car is pulling out once again.



Barbara Rose, year-old daughter of Carpenter and Mrs. W. A. Pinder.

Imagine someone's embarrassment the other day when one of our alert street inspectors boarded a south-bound car on "O" line. When he had a chance to talk to the motorman, he said—"Say, Buddy, you have trouble, something is burning. Stop, let me see—it's underneath." When he crawled out—the exclamation was, "Go ahead, Buddy. The car is O. K. It's just me." A lighted pipe in his pocket—that cost a new coat.

R. E. Jones' wife is seriously sick. She was taken to the hospital on April 15, 1937. Last reports indicated that she would have to undergo a major operation. We all hope that everything will be O. K. and that she will be up and well again in a short time.



### Division Three

P. Lathrop has been granted a 90 day leave of absence to rest up and care for his health. A. Minikel is replacing him.

A. Foreman, recently transferred from Division One, and A. Small, formerly of the Cleaner Force, are the new night repairers.

Division Three is spring cleaning. Everything painted up nice and shiney.

H. Wescombe is going to school nights.

**Vote NO—Proposition "A"—May 4th**

### Division Four

The sympathy of Division Four is extended to Cecil Gerrard, whose mother passed away on the morning of April 10.

Shorty Johnston tells us he is now the proud owner of a new Chevrolet coupe.

Charles Furrer informs us that the "Yellow Tail" have started biting—it won't be long now till we have some good fish stories.

### Division Five

Jimmy Ross borrowed a ¼ horse power motor from Ray Fulton and decided to clean it up. The cleaning up job cost Jimmy a week's pay in loss of time. A small particle of something got in his eye.

See Wheeler Ellis for raising Youngberry plants. He trimmed them to the ground when they were in blossom, thinking you dug the berries up like potatoes.

Sure sign of spring—the boys playing catch during lunch time.

The two new men on the wash-rack are J. D. Douglass and I. Neilson. Glad to have you with us, boys.

J. Sottile was transferred here from Division Three as day mechanic.

George Praker has his order in for a brand new Nash car.

Ralph Lathrop got himself a 1937 Plymouth.



## ELECTRICAL



WALTER WHITESIDE

With the passing of the cold snap and rainy weather, one's thoughts turn to vacations; where to go; what to see; when to go, and probably some of the fellows are writing their fish stories already. Anyway, the time is upon us again and the first person in this department to get away was Ed. Wade, substation operator. Ed and his family visited the wilds of Arizona doing considerable fishing, but he refused to divulge any statistics about the ones he caught. He says he doesn't want to discourage the other boys right from the start.

Recently Elmer Tharp was called home hurriedly as his father was very ill and not expected to live, but after Elmer spent a few days with him he seemed to rally and take a turn for the better. Incidentally, Elmer had to take an aeroplane trip to be at his father's side, and he says it's the only way to travel. He flew to Pittsburgh and made the balance of the trip to West Virginia by train.

Carl Brown tried to show the rest of the boys of the Electrical Construction Department how husky and well qualified he was to work on the heavy gang by balancing a bench on his instep. Yes, something slipped, and he had to take a few days off of his feet and on a pair of crutches.

Frank Tarpley had to take a few days off to ease the pressure of a strained back suffered while performing his duties.

James Rose is taking a course in how to tell time by the sun. Recently his watch stopped and he worked an hour overtime.

Those four new faces one sees in the Line Department are Percy Williams, Bert Johnson, O. W. Baker, and Lant Barnes. Welcome.



## Division Five

FRED MASON

When the smoke of the general choice had cleared away we found everybody happy, especially all those extra men who got off the board and became regular men. Several of the old-timers stayed together, and a couple of namesakes got together. Conductor L. S. Lawler bid in with Motorman A. W. Lawler, and Conductor Herman Schultz teamed up with Motorman George Schultz. Then we ran across something different with Conductor F. T. Ginger paired up with Motorman Bill Honey.

Despite the fact that we lost the opening game of the Baseball Season, Manager C. P. Pendergrass and the boys are not at all discouraged, and they proved it by taking the Coach Division in the second game. Our first casualty of the season was Conductor "Tex" Brown who got hit on the elbow by a pitched ball and was off for eight days. "Tex" said that when he was back in Texas he used to get nothing less than three baggers by punching them out with his elbow, but all he got out of that one was a base and a lot of pain.

Conductor R. S. Stephens has resigned, having received an appointment with the Los Angeles Fire Department. Conductor R. C. Proctor also resigned to work for a lumber concern in Whittier.

Motorman Otto Schoff was the only one we heard of getting fooled on April 1. It was his first trip in the morning when he espied an attractive looking purse lying in the street. He brought his car to a quick stop, jumped off the car, ran back a couple of car lengths and when he went to pick up the purse, discovered that it was nailed down, then out from a nearby Fire House appeared half the Fire Department to give Otto the merry ha-ha.



# Clubs Offer Varied Activity

## Bullseyes and Misses

By L. F. SPARKS

April 4 was a big day for the Silver Bullet Team. We won the Los Angeles Railway Trophy for the second time. Scores as follows: Silver Bullets—1331; Los Angeles—1325; Inglewood—1290; Douglas Aircraft No. 1—1280; Civil Service—1250 and Douglas Aircraft No. 2—1124. There are four more matches to go before the final results will be known.

On April 11, Jimmie Denis of South Park Shops won his 1937 Sharpshooters Bar with 258 points. Jimmie was the only one from the Railway Division to make the grade this time. Marksmen must make 205, Sharpshooters 235, and Experts 265. A qualifying shoot requires 10 shots slow fire, 10 shots timed fire and 10 shots rapid fire. It sounds easy but we invite you to come and try it; we'll even go so far as to dare you to come out and try it.

Denny Garner, Captain of the Silver Bullets, has had his S & W worked over and has been making better scores. Better watch out Denny and not puff your chest out too much or the buttons will all pop off. Incidentally, Garner uses his spare time away from the range operating a bus for the Los Angeles Railway Motor Coach Division.

A young fellow by the name of Brox, Meterman for the Sub-Station Department, has been hanging around the range lately with a suspicious looking package which proved, on inspection, to be a Colts Woodsman. Brox can get in the black plenty with

this gun and we could use him on our team.

Conductor J. R. Herring of Div. 5 has a new invention—a combination A.C. and D.C. electric timing device for timing shooters in the timed and rapid fire stages. It not only works perfectly but is a beautiful piece of workmanship.

Walter Huse, Conductor from Div. 1, has been changing his sights frequently but found out that he should keep to the same ammunition during a match.

We have a welcome new member from the Coach Division—Raymond J. Gere. Raymond is a good shot and has a new .38 caliber Officer's Model and promises to give the boys on the team plenty of competition. Good luck, Ray, and we hope you will soon make the team.

May 9: The prize shoot starts at 10:00 a. m. There will be eight prizes for all classes from tyro to expert.

May 17: The regular monthly meeting in Inglewood City Hall, 115 Queen Street, at 8:00 p. m. sharp.

May 23: The Trophy Shoot for the Los Angeles Railway Trophy.

The range will be closed until further notice on Mondays, Tuesdays and Thursdays. By order of the Rangemaster.

**Vote NO—Proposition "A"—May 4th**

## Square and Compass

The regular monthly meeting of the club was held Saturday, April 17, at Scully's Cafe. Judging from the tremendous crowd, the largest in several months, one is led to believe that the members have all come out of hibernation with the coming of the warm weather.

Two new applicants for membership. Brothers Walter Roark and

Owen Moser of the Line Department were voted on and accepted.

A communication was read from Brother George Pritchard. He would be glad to hear from you anytime. He is staying at the Forresters Home of the Aged, Box 128, Pacoima, California.

Anyone not attending this meeting missed a good time. If possible be with us next month. Watch for your notice.

P. S.—Do you need any more tickets? If so, call your secretary, Joe Steenrod.

**Vote NO—Proposition "A"—May 4th**

## Foremans' Club

By Doyle Rishel

Below is quoted a letter received from E. A. Bullard, Membership Committee Chairman of the Foremen's Club of Los Angeles. Any man employed in a supervisory capacity is eligible for membership in this Club:

"We are very desirous of increasing our membership and making this a banner year for our Club.

"There are many attractive features coming up in the near future, such as industrial plant visits, motion picture studio tours and other forms of entertainment, all of which are educational as well as interesting.

"And of course, there is our annual picnic at the Uplifters' Club on June 12th that is well worth the \$2.00 yearly dues.

"The association and good fellowship of our splendid organization should be an inducement to a great number of men who are eligible to join us and be an asset to our Club.

"We are, therefore, calling upon you to canvass your surroundings with the view of securing as many new members as possible."



# Legionnaires Hold Initiation V. F. W. Sponsors Breakfast

## American Legion Post 541

By R. H. Manning, Adj.

Monday, April 19, seven new members were initiated into the Los Angeles Railway Post No. 541, by the 17th District Ritual Team headed by Commander Bill Hart of the Police Post. This Post is made up from the different Posts of the 17th District, and they deserve much credit for the work they are doing.

After the initiation, Rosalie Warr of Inglewood presented her dancing and singing pupils. All the participants were good, but little Dorothy Jean Deaubach really brought down the house. This little girl helped to put over the program we gave at Sawtelle on the 23th of February.

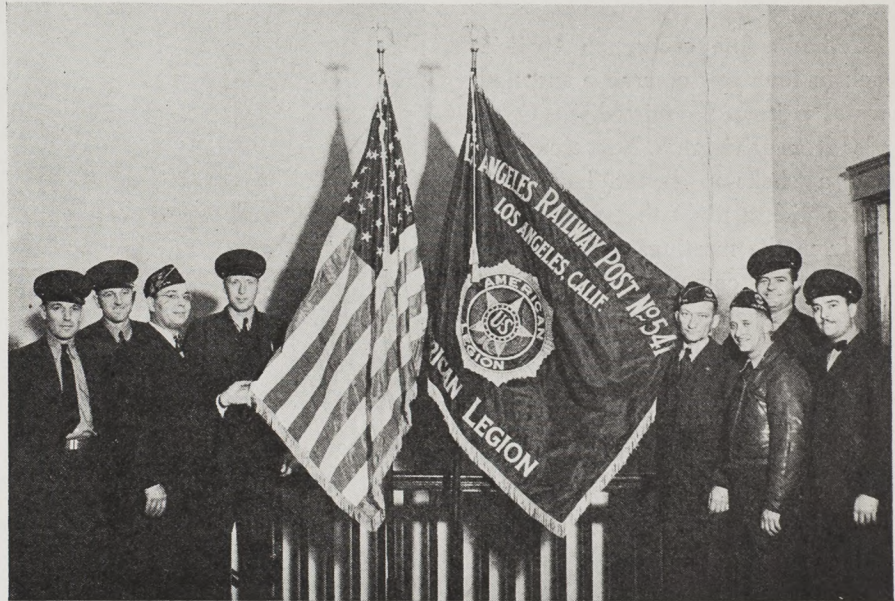
In closing, Comrade Goodrow of the Aqueduct Post blew taps in honor of our late Comrade, Sam Deane, Commander of the Los Angeles Railway Veterans Club, and Comrade Stopper, also of the Aqueduct Post, used the torch and offered prayer.

Our next meeting, which will be held on May 4th, will be dedicated to Mothers. All Comrades are asked to turn out for this meeting, and, if possible, bring your mother.

## Poppy Day Plans

As usual on Poppy Day, May 30, you will see the ladies of the various Auxiliaries of the American Legion selling poppies, but you have never before had an opportunity to get one from the Auxiliary of the Los Angeles Railway Post, No. 541.

This Auxiliary, as small as it is new, will sell only at the Divisions and at the Main Office, Eleventh and Broadway.



Left to right: E. E. Swartz, G. O. Pritchett, Roy Gordon, C. H. Rinson (holding flag), R. H. Manning (holding banner), Ira Mattern, W. J. Burns and Hugh Stewart (in rear on right).

To show their appreciation for the beautiful flag and Legion Banner which was recently presented to Los Angeles Railway Post No. 541 by President Lucius S. Storrs, a group of the Legionnaires spent one day at each of the six car and bus divisions, displaying the new colors for those who cannot attend the meetings. The above picture was taken at Division Four.

Vote NO—Proposition "A"—May 4th

The poppies are bought from the veterans in the hospitals, and a portion of the money received from the sale of them will be donated this year to cover the graves of veterans. The remaining profit to the Auxiliaries will be very small.

## Veterans of Foreign Wars

By R. T. Gamble, Commander

Representing the sixty-four Posts in the Second District, some 200 delegates were present at the breakfast our Post sponsored on Sunday morning, April 11.

Albert Minton, President of the Vermont and Manchester Business Association, welcomed the Veterans

to the District, and George Lyons of the Civil Service Commission, representing the Mayor of Los Angeles, was then introduced and gave a very interesting talk.

The meeting was turned over to our second District Council of Administration Member, Van W. Bishop, who introduced the following guests: Lieutenant-Governor of Nevada, Comrade Fred S. Alward; Dr. Rikita Honda, Commander of the Japanese Veterans' Association, and Comrades Kato and Kubota.

The business meeting was then held in which the various questions of veterans' welfare were discussed. Plans are being formed to send our



## RITUAL TEAM CONDUCTS INITIATION

delegates to the National Encampment at Buffalo this fall prepared to bid and bring the 1938 National Encampment to Los Angeles. We have the support morally and financially of the city, state and county.

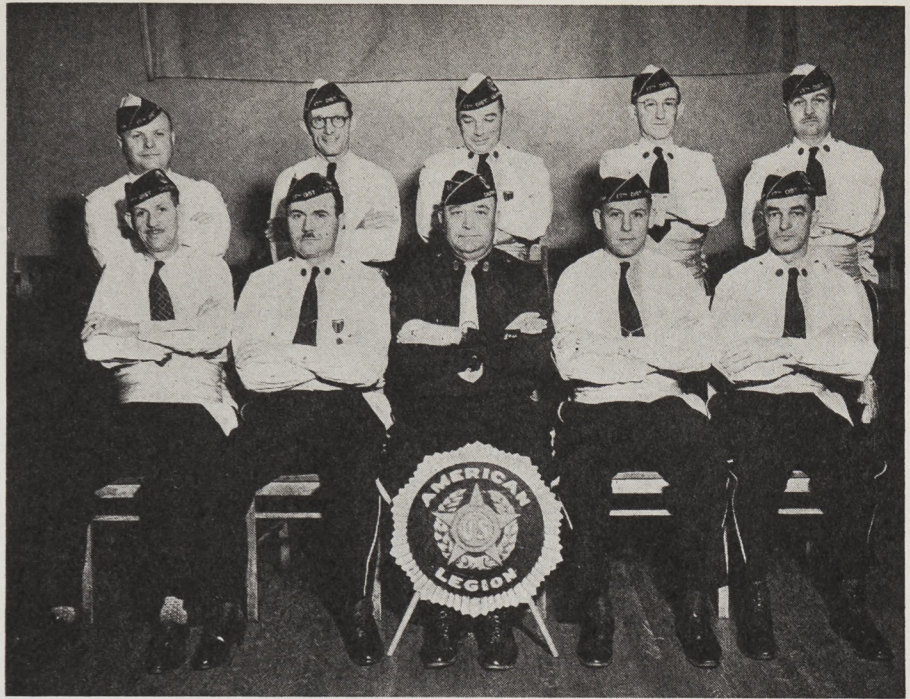
The breakfast of ham and eggs which was served by our Ladies Auxiliary was very tasty and we all take our hats off to them. Thanks girls.

We had a fine meeting on April 7. Took in four new comrades and had several visitors. We missed you Comrades from Division 5. Next time you have a shake-up better have Mr. Dickey pick a night that won't keep you from the meeting.

Be sure to come out May 19, as we elect our delegates for the Department Encampment at this meeting.

Better speak to your Division Superintendent or the head of your Department for time off June 27 to July 1st and go along to Oroville as we always have a good time at these annual encampments.

**Vote NO—Proposition "A"—May 4th**



Front row, left to right: Wm. E. Coverdill, Victory 54; Jerry Hampson, Victory 54; C. E. (Bill) Hart, Police 381; J. R. Inman, Aqueduct 342; Wayne Thomas, Victory 54. Rear row, left to right: L. R. Mathews, Aqueduct 342; L. L. Leasman, LARY 541; Al Porter, Victory 54; J. A. Doyle, City Hall Post 387; Russell Minton, Edw. L. Doheny 460.

## DECREASE IN ACCIDENTS NOTED

By JEROME C. RICH

Director Accident Prevention Committee

The comparative accident chart for the different Divisions has now been running in TWO BELLS since the first of the year. This month you will notice a decrease in accidents for Divisions 5, 3 and 1, which we believe will be most gratifying to the trainmen of these Divisions.

We herewith give you the comparative figures for the past three months showing the standing of each Division.


	JAN.	FEB.	MARCH
Division 5.....	4.3	4.4	4.3
Division 3.....	5.7	6.7	6.5
Division 1.....	6.2	6.9	6.8
Division 4.....	6.7	7.9	7.9


From the reports of our Divisional Safety Committees, the month of April is going to show a substan-


## ACCIDENTS PER 10,000 CAR MILES

MARCH 1937


SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 CAR MILES RUN (EACH X REPRESENTS ONE ACCIDENT)

DIVISION NO. 5 **XXXXX**  4.3

DIVISION NO. 3 **XXXXXXXX**  6.5

DIVISION NO. 1 **XXXXXXXX**  6.8

DIVISION NO. 4 **XXXXXXXXXX** 7.9

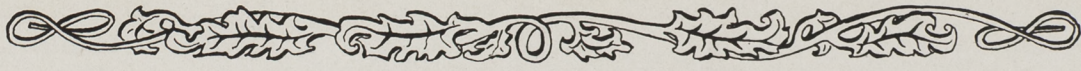
NOTE: THE AREAS SHOWN  INDICATE THE DECREASE FROM FEBRUARY 1937

—Research Department

tial decrease in accidents. Let us try to have much more blank area for every Division in the chart for this

month. It can be done only with honest effort, and sincere thought and interest on the part of every man.





## *A Mother's Love*

A Mother's love—how sweet the name!

What is a mother's love?

—A noble, pure and tender flame,

Enkindled from above,

To bless a heart of earthly mould;

The warmest love that ne'er grows cold;

This is a mother's love.

—James Montgomery.

⋈ May 9th ⋈

