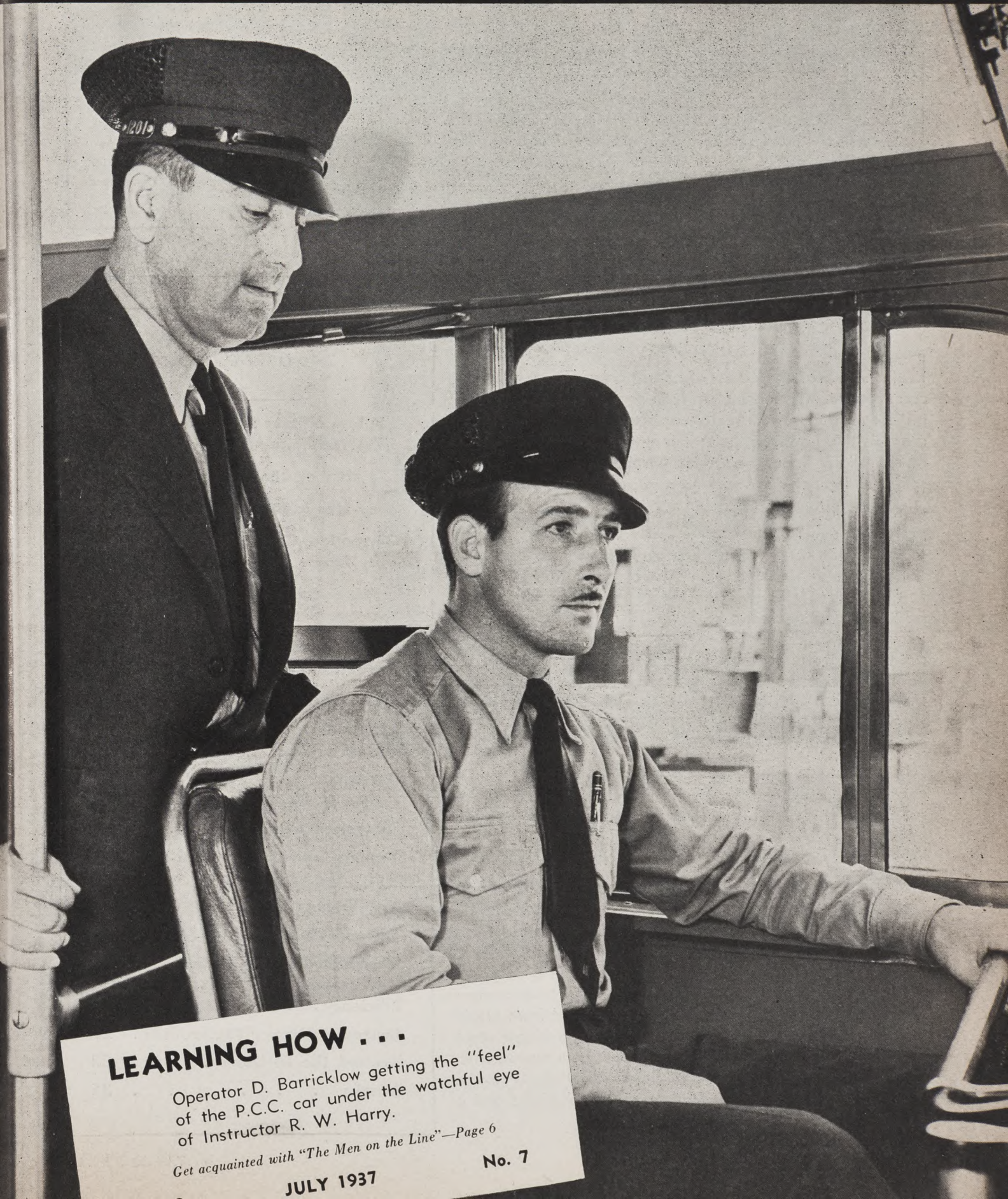


# TWO BELLS



## LEARNING HOW . . .

Operator D. Barricklow getting the "feel" of the P.C.C. car under the watchful eye of Instructor R. W. Harry.

Get acquainted with "The Men on the Line"—Page 6

JULY 1937

No. 7

# TWO BELLS

## DIVISION SCRIBES

C. J. BAYLOR, L. VOLNER, C. J. KNITTLE, FRED MASON, CHARLES H. HARDY, F. ARLEIGH FRAZIER, H. I. SCHAUBER, D. S. COBURN, F. F. ROBEY, WALTER WHITESIDE

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VOLUME 18

JULY, 1937

NUMBER 7

## IN OUR NOTE BOOK . . .

ESTIMATES of the effect of operation of the new P.C.C. cars, some of which are already in service on the "P" line, indicate an approximate 15 per cent saving in operating costs on this line with, at the same time, the achievement of materially improved service which will provide greater speed and greater comfort for the patron.

This estimate is based upon the assumption that the patronage will remain constant and the new car, applied to the traffic conditions in Los Angeles, will approximate the estimated increased speed. However, in other cities the new car has attracted a greater patronage, varying from a 36.3 per cent increase in Brooklyn to a 16.9 per cent increase in Chicago. Assuming a 15 per cent increase in patronage, it will be necessary to furnish approximately six additional cars, which will produce a net reduction under the present operation of 8 per cent in the rush period. Approximately the same conditions obtain in the base periods.

In addition to the foregoing, the shorter length of the car and the absence of projecting fenders will reduce the road space occupied by the cars, which, together with the reduced number of cars operated, should materially relieve traffic congestion particularly in the downtown area.

These estimates assume present traffic conditions, including the present type of signal operation with the present number of stops and their locations on the line. In this connection a study is being made by engineers of this Company, in conjunction with the engineers of the Board of Public Utilities and the City Traffic Engineer, to determine the possibility of increasing the over-all speed from origin to destination by the elimination and change of car stops and the coordination of traffic signals with car movements. As far as the study has gone, it appears that much can be accomplished toward the speeding up of schedules and a reduction of over-all time.

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# Employee Library Established

*Current Topics, Street  
Railway Data and  
General Information  
Available to All.*

By EMMA QUIGLEY  
*Librarian*

WHAT do you know of the origin of street railway transportation in Los Angeles? What do you know about your own Company today?

WHEN did H. E. Huntington become identified with the electric railway industry in Southern California and how did he develop it into one of the greatest transportation systems in the country? What do you know of President Lucius S. Storrs' career?

WHERE can you find what is meant by "social security," "inflation," "packing the Supreme Court," etc.?

WHO secured the first franchise for a street railway in Los Angeles and when? How many franchises has the Los Angeles Railway today?

WHY is the rapid transit question so active?

You can find the answers to these and similar questions in the new Library and Central File. If the information is not there, it will be obtained for you.

What is a library? The dictionary says "a collection of books, etc., kept for study or reading and not as merchandise," and that statistics are "the science of the collection and classification of facts." To the average per-



*Looking over some of the books contained in the new library's well-stocked shelves are Miss Emma Quigley, Librarian (seated), Mrs. Hope Titus and Miss Margaret Phelps.*

son research and statistics are rather formidable subjects, but after all they only furnish the answers to your questions. A newspaperman put it in a nut-shell. He said the five "W's" what, when, where, who and why will give you all the information there is on any question. Easy to remember, isn't it?

The Library was started in order to put to work for the benefit of the

Company and its entire personnel the experience of the Company's activities and accomplishments through the years. This will be brought about through centralization of the records and files of the Company, to be supplemented by published material giving a comprehensive survey of trends and new developments of outstanding

significance within the electric railway industry as well as important current basic material released by private and governmental agencies—a clearing house of information at your service.

How will this material be made available? The Company's files, books and other printed material will be accessible to members of the staff and all employes, or circulated to meet the requirements and convenience of all. Short-cuts, speed, control through centralization and elimination of duplication are all essential factors in the swiftly moving currents prevailing today. Lists of publications will be posted in the various departments and supplemented from time to time with notices of new material and items of general interest. The Library staff will be pleased to answer telephone inquiries or look up information at any time. (Call Station 236 for the Library and 237 for the Central File and Pass Bureau.)

Where is the Library? In Room 325 of the main office building. President Storrs wants this service to be available to all—not only those in the main office building, but the train-

men and coach operators, the men in the shops, garage, on the line and in the substations—everyone. He wants you to know the Library and use it.

*Let us know what you want for your work . . . your personal interests . . . your hobbies . . .*

## FIVE "W's" ANSWERED

Come to the Library and find the answers to the five "W's" regarding your Company, your job; controversial subjects, local and national. It is an opportunity for self-improvement. Have you ever noticed the inscription over the entrance to the Los Angeles Public Library, "Knowledge is Power?" The employes are offered a chance to supplement actual experience in their own work with a broader knowledge so essential in advancement. A well-informed personnel, encouraged by stimulating study and constructive thinking to take part in affairs of the Company and share its responsibilities, acquires a better understanding of its own work and the Company's problems. A noted American once said: "If there is any one secret of success, it lies in the ability to get the other person's point of

view and see things from his angle as well as from your own."

The purpose of this new bureau and the procedure to be followed in developing it are fully covered in the President's memorandum to all departments of July 9. Extra copies may be had at the Library, if desired.

Research and statistics are not dull. Don't take them too seriously—humanize them and make them interesting as well as useful to your purpose.

Take the colorful history of your own Company for example: The sixty-three years that have elapsed since July 1, 1874, when the first street railway began operations have recorded not only the growth and development of a transportation system for Los Angeles, but the corresponding growth and development of the City itself from a small community with a population of 7,300 to a great metropolitan city with an estimated population of 1,300,000.

## HORSE CAR DAYS

The first street railway company was capitalized at \$24,000.00 and operated over 1.33 miles of track; its equipment consisted of one one-horse car and its personnel of two employes. Today, the Los Angeles Railway Corporation operates more than 300 streetcars and 150 coaches over 391 miles of track and 176 miles of motor coach route and carries an average of 900,000 passengers daily. The investment in road and equipment is now \$68,405,000. Over 4,300 men and women are in the employ of the Company at a total annual payroll of approximately \$6,000,000.

Interesting facts about your own Company and City, aren't they? The early statistics were found in Mr. E. L. Lewis' comprehensive history of *Street Railway Development in Los Angeles and Environs*. Mr. Lewis has been serving in an official capacity with the Railway for nearly fifty years and no one knows this story as well as he. It is an intriguing and



*A Study-Inviting Corner of the Library*

authentic account of the colorful and romantic history and development of the present street railway company. A study of this book emphasizes the importance of preserving accurate files and records for research and statistical purposes, and proves that such material contains many human-interest stories always appealing to the average individual and capable of arousing an eager desire to know more.

### CAR LINE PROMISED

For instance, major transportation problems and demands today cannot be solved as simply as in 1874, when Judge Robert M. Widney, who organized the first railway company, promised his wife he would construct a streetcar line past the door if she would consent to building a home on Hill Street between Fourth and Fifth, now the site of the Subway Terminal Building. She had objected because it was so far away from the center of things.

Our present day engineers and draftsmen feel secure in the accuracy and permanence of their franchise records, extensive as they are. Mr. Lewis writes that one of the early franchises reads "to a point six feet easterly of the telegraph pole standing by the willow stump; thence in a straight line, etc.," and another "opposite to and west of a large but topped sycamore tree." It would be difficult to locate the telegraph pole, the willow stump or the sycamore today.

The men in the treasury and accounting departments, with their money and token counting equipment and armored cars, would find interest in the story that sixty years ago "small change was scarce and the tokens sold by the railway soon dropped into general circulation and were received at their face value at any business counter in the City."

Platform men would get many a chuckle from photographs depicting

the evolution of what the well-dressed trainmen have worn through the years. The interesting and significant part of this is that some of these men are still in service.

There is another side to this, however. Some day our customs and practices will appear just as outmoded and amusing to others. What about the next quarter of a century? Have you read Norman Bel Geddes' predictions of transportation in 1960? What do you think of *Subway, Elevated—or What*, written by a local newspaperman, Andy Hamilton, in the magazine supplement of The Los Angeles Times, July 18? Can you verify his figures and statements?

Their predictions seem almost fantastic to us, but our PCC car would have appeared just as fantastic in 1874. It is the young men in the industry today who will participate in that development whatever it may be and witness its fulfillment.

### AID APPRECIATED

Men who have workshops of their own will be interested to see what Mr. Herbert and Mr. Oglesby from the Shops have done in building from material on hand the equipment and furnishings we needed for the new department. Few would recognize the old storerooms on the third floor now converted into the new Library and Central File. We are indebted to the staff of the Huntington Library at San Marino for its interest and very substantial contribution in furnishing the shelving for the books. We also acknowledge most gratefully the assistance and cooperation of all who have shown such a responsive interest. The Purchasing and Engineering Departments have been most patient and helpful.

We are starting our pioneering efforts in a very simple way. The staff consists of three. Many are acquainted with Margaret Phelps. She has been with the Company for 11 years, all of that time engaged in a secretarial capacity in the executive department, and is thoroughly familiar with the

files of that department. Miss Phelps is also carrying on the work of the Pass Bureau as in the past.

Mrs. Hope Titus, a newcomer with the Company, furnishes the professional atmosphere. She received her library training at Claremont College Library.

### EASTERN LIBRARIES STUDIED

Mr. Storrs seemed to think that in my sixteen years with the Company as secretary to five chief executives, from Mr. Huntington to Mr. Storrs, I should have acquired along the way some knowledge of the Company's personnel, its history and problems, sufficient at least to start the ball rolling, with the assistance of Miss Phelps and Mrs. Titus.

My recent trip through the East, where I visited the special business libraries of other corporations and made valuable contacts, afforded me an opportunity to study established methods and profit by the experience of trained specialists who have developed so successfully this useful branch of service. The responsive and generous assistance, sympathetic interest and cooperation were most helpful and appreciated.

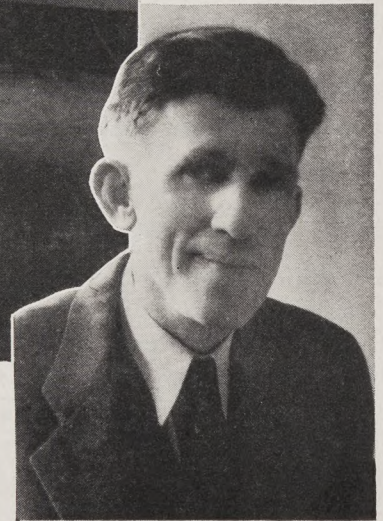
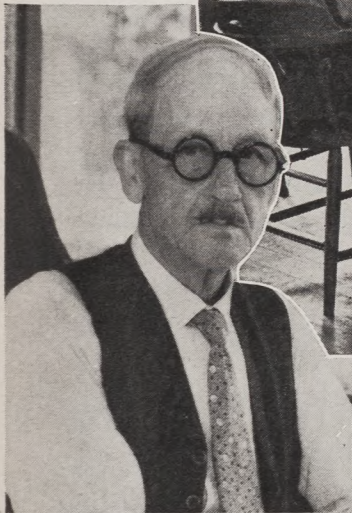
### COOPERATION PLEDGED

Since my return we have very generously been offered the facilities and cooperation of the Los Angeles Public Library and its branches; of national and state transit associations and other service organizations to which the Company subscribes; of special libraries of other corporations representing many other types of interest than our own, and federal, state and municipal agencies. An offer most earnestly reciprocated on the part of the Railway, not only in appreciation of the enthusiastic support and assistance so generously given, but also in an endeavor to establish a medium of cooperative exchange of information and data mutually and economically beneficial.

# THE MEN ON THE LINE

*A Close-up of the Men  
Who Keep Our Cars and  
Buses Moving.*

THE SEVENTH IN A SERIES OF  
COMPANY TOURS



*Above: In the Assembly Room at one of the Divisions, a group of trainmen take "time out" between runs.*

*Reading clockwise and starting upper left with genial George Ferguson, in charge of Division*

*Three's affairs, we meet Division Superintendent Wm. H. Snyder, Div. 4; J. A. Bodley, Div. 1; and T. Y. Dickey, Div. 5.*

MORE than any other employe, the trainman or bus operator has the responsibility of representing the Los Angeles Railway to the public. He must expect and be prepared to meet situations which may tax his ingenuity, try his patience, and demand quick use of good judgment. He must be pleasant, intelligent, trustworthy. Small wonder that only a small percentage of applicants at-

tain their "whiskers"—a regular run. Those that do have proved themselves capable of handling a charge that can't be overestimated—that of providing safe and competent service to the traveling public.

A "rookie" trainman is not at first conscious of the extensive mechanism that makes the Operating Department run smoothly; the relation one to the other of Schedule Men, Division Clerks, Dispatchers, Supervisors, In-

structors. After a few weeks he begins to feel more at home and becomes partially acquainted with the coordination of effort behind each individual train run. An average "rookie's" diary might go something like this:

"Application accepted and a few days later took my physical, passed okay; also good on 'skull test.' Reported to Instruction Department. Next three days on what they term



*The line forms at the left where reports for runs, turn-ins and sundry routine work is transacted.*

*Foreman talking things over with the "Boss." Clerk trying to figure how he can fill a run and take care of a miscount with only one man available.*

*The "Steno" consults the "Ouija" board where a man's working record is always up to date. This is a very valuable asset to the entire department and it's checked early and late.*

in railway parlance, the 'ruff edge' car. The name is right—rough sail-in' but soon began to get the 'feel' of the air and how to operate the controller.

"Got three days with my first Line Instructor. Gee, how different it looks from the head-end of a streetcar when you are at the controls! Twenty-one days, or more, divided on the various lines with different Instructors, each telling you something different, but it's beginning to come easier. How these men can be so patient with us new fellows is beyond me, but they take the attitude, 'I myself was new to the work when I began and I am only trying to pass what I've learned on to others.'

"Got my okay from my Traveling Instructor. Took final examination and met my new boss, the Division Superintendent. Seems like everyone on the job tries to help; the reason, no doubt, is that they all started like myself—not dumb, but bewildered to

some extent—a lot to remember. Every bit of advice seems to be to take it easy until you get your feet on the ground. Don't get over-confident. Don't get over-anxious. Don't crowd traffic. Remember to ask questions and realize that everyone will help if you don't get too self-important and lead them to believe that you are in the 'know-it-all' class.

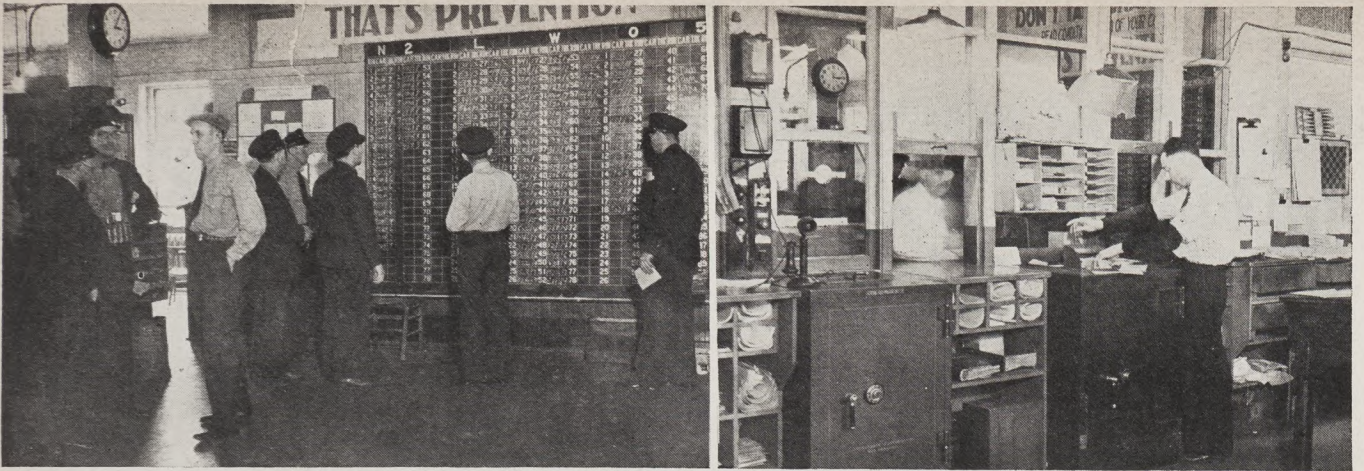
"I've had a great experience, and realize that it's up to me to keep myself on the job. The first few weeks on 'my own' were a nightmare, and in my sleeping hours I worked harder on the front end than I did when on duty.

"The routine changes each day. For instance, my first week was a 'mark-up' on what the boys term a 'juicy daylight.' That helped me to get set, and while my conductor no doubt experienced some misgivings as to my capability, he did not murmur when I ran late, but gave me a pat on the back, telling me to

keep going 'you're gettin' good.' He probably will not soon forget the bumps he received during the first few days, but he never complained, and his words were always encouraging. After my mark-up began the real job of 'buckin' the list.'—Staggered hours; four a. m. 'shines'; night runs; two-trippers some days, and extras for break-ups, all entered into the picture.

"I've found the main reason for the extra list—protecting the regular scheduled runs and taking care of those runs whose owners want an extra day off. The old axiom 'the show must go on' applies in a like manner to the street-car game, only it is changed to 'the cars must roll out' without interruption of schedules.

"I've taken the bitter with the sweet, and now as a full-fledged Motorman, Operator and Conductor, I'm waiting for my seniority, or 'whiskers' as we call it, to allow me to choose



*Trainmen talking things over; others scanning the board for car numbers and track location.*

*The Foreman's office; the twin safes where the daily receipts are stowed; a clerk puts a "turn-in" away.*

a regular run. On the list we take them as they come, but a regular run makes it possible for one to plan ahead on the security afforded by a steady job."

Our trainmen and bus operators number over 2300. In their care are more than 1,000 streetcars and buses with which are transported nearly one million Angelenos every day. Operating out of four rail and two coach divisions, our vehicles cover well over 100,000 miles daily—miles which are planned by the Schedule Department, assigned to trainmen by each Division Foreman, regulated by the Supervisors, kept on time by Dispatchers and checked by Inspectors.

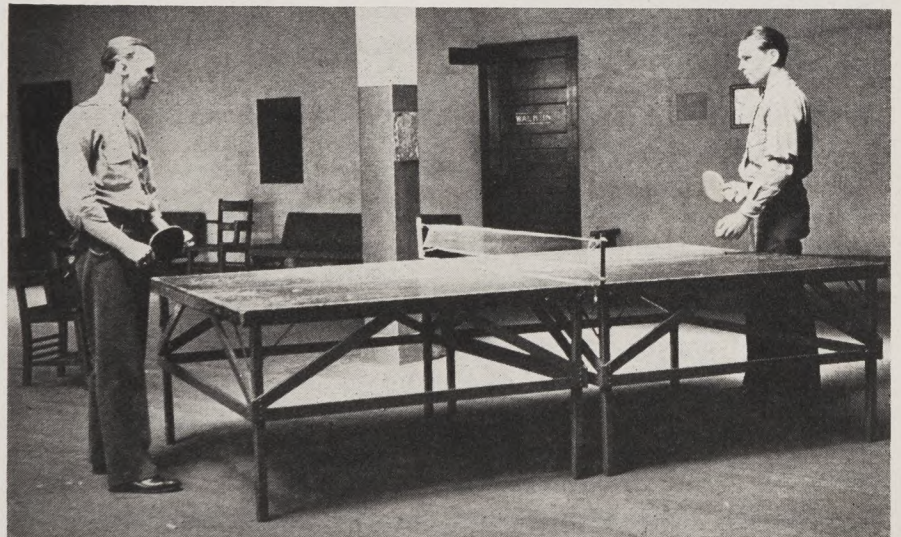
General supervision of the cars and men operating from each division, falls to the Division Superintendent—who reports to the Manager of Transportation, who is in turn directly responsible to the Manager of Operations.

Division One is in charge of J. A. Bodley, who has been with the Company since May 3, 1909; the Division Three head is George E. Ferguson, in the Company's service since April 4, 1913; Division Four is under the direction of Wm. H. Snyder,

with the Company since March 9, 1903 and at Division Five is T. Y. Dickey, whose length of service with the Company dates from July 10, 1905. Reporting to these Superintendents are the Division Clerks, who keep the time of trainmen, handle all window transactions involving the distribution of transfers and supplies for each run, and the issuance of coach tickets and tokens. These Clerks assign extra runs, see that runs are manned and out on time and

secure work for extra men on show up. In case any spare time is left, they may occupy themselves by looking up complaints and Supervisors reports; keeping records of days off of all trainmen; making reports to Auditor of overs, shorts and refunds; sorting meter and mileage cards, and a number of other duties. The Division Foreman is in immediate charge of the Clerks.

When new schedules are received from the Schedule Department, "gen-

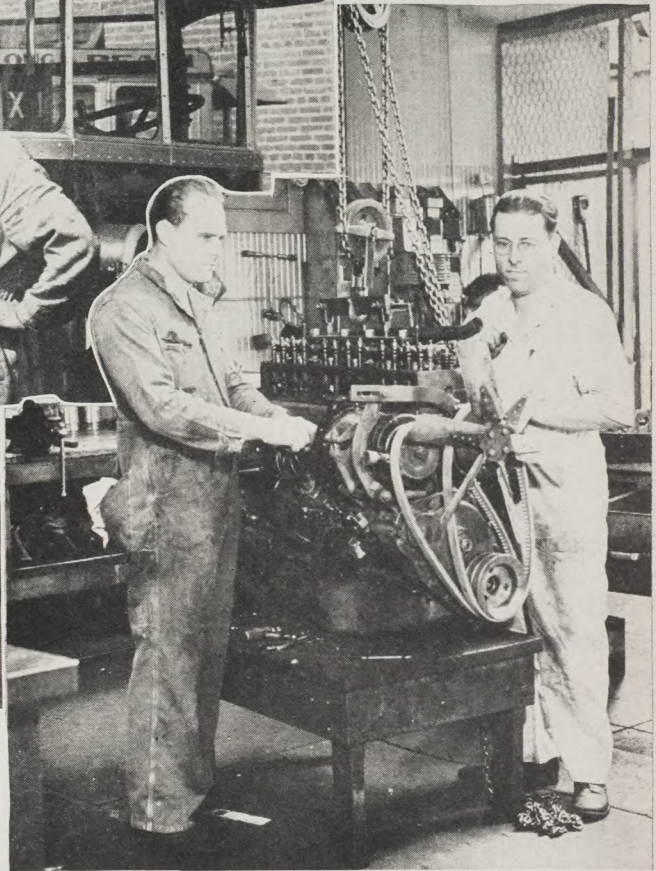


*Division Scribe D. S. Coburn and D. S. Blackmer gird their loins for a stiff game of ping-pong way out yonder at Virgil and Santa Monica.*





*Left, on step: Manager of Motor Transportation F. C. Patton expresses himself satisfied with a new paint job.*



*Above: Flanking Manager Patton are D. C. Canning, L.A.M.C. Assistant Manager (left), and H. L. Thompson, Virgil General Shops Foreman.*

*Right: In the Virgil Shops Harvey Sharpless and Lu Powell check on a balky motor.*

*Lower right: On hand to iron out mishaps on the run are Dispatchers Merle Tudor and Leonard Srack.*



eral choice" is held at the Divisions. The regular, or full-time runs are chosen by trainmen in the order of their seniority. Men without sufficient seniority to choose a regular run are placed on the extra list. Men on the extra board are assigned extra runs, such as trippers, which do not always involve sufficient time to constitute a full day's work. Extra board men are also given regular runs when the man assigned to the run is taking time off due to illness or leave of absence.

New men are turned over to Chief Instructor Dan Healy, who keeps close tab on their early work and determines their fitness and capabilities for the job. Mr. Healy is in

charge of ten Inspectors who handle the instruction and breaking in of all new trainmen. These Inspectors are also of general assistance in the proper operation of cars in our daily service.

We come now to the rapidly growing younger brother—our Coach Division—which is operated from three garages: The Los Angeles Railway garage, 16th and San Pedro; our garage at Division Five at 54th and Second Avenue, and that located at Santa Monica Boulevard and Virgil Avenue; this last being the main office of the Los Angeles Motor Coach Company and not strictly our own property as the Company is owned jointly with the Pacific Electric

Railway. However, cooperation with our own bus service is very close with F. C. Patton acting as Manager of Motor Transportation in charge of both Los Angeles Motor Coach Company service and Los Angeles Railway coach service. D. C. Canning is Assistant Manager in charge of the Operating Department, and Henry Forsberg the Mechanical De-



*Above: In a Ways and Means Conference are Acting Superintendent H. C. Lehnhart and Assistant Fred Ballenger of 16th Street.*

*Right: A glimpse of the 16th Street Garage.*



partment. A Dispatchers' board, open twenty-four hours, connects by private lines with various points along the routes and with Los Angeles Railway and Pacific Electric Railway switchboards, enabling the management to keep in constant touch with Line Supervisors and various departments.

Acting Division Superintendent, H. C. Lehnhart, is in charge of all operating activities of the 16th Street

Garage, and is assisted by Fred Ballenger.

Expanding from a single line on Western Avenue in 1923, the Los Angeles Motor Coach Company now includes nine lines, operating a total of 150 coaches. 300 Operators and Conductors are employed; coaches travel approximately 20,000 miles per day, and carry about 75,000 people.

Operating Los Angeles Railway

buses out of 16th Street are 295 men, 176 coaches travel 24,500 miles per day and carry 84,000 people.

Rapid service, safe service, reliable service; these are the goals daily sought by the hundreds of Operating Department men. Their jobs vary, but Trainman, Division Clerk, Supervisor, Dispatcher, Division Superintendent, Inspector—each is playing his own important part in our job of transportation.

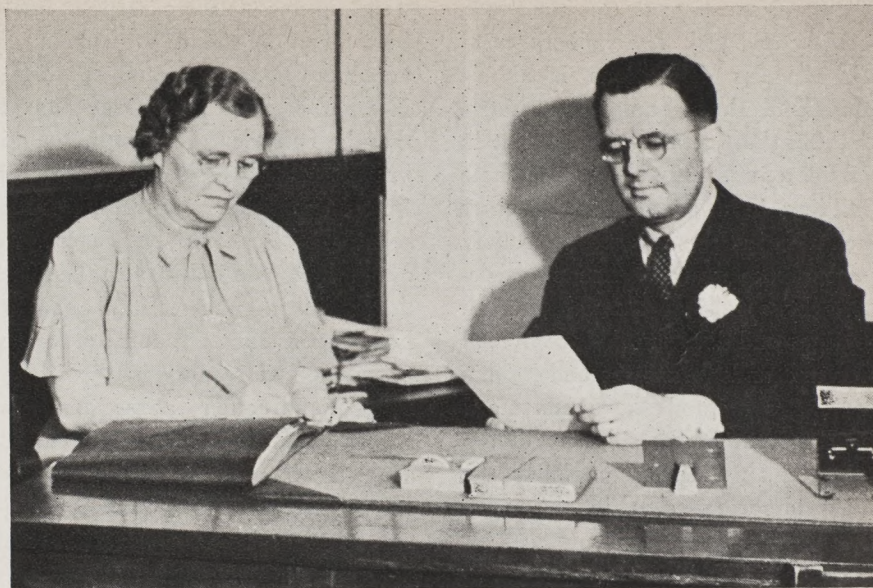


## MANY HAPPY RETURNS!

Coming home on Wednesday, June 30, Motorman G. V. Hopkins, Division 3, was a very tired man. So tired, in fact, he felt the only thing that would relax him, as he told his wife, was a drive in the family car. Returning, Mrs. Hopkins found that in the absence of her husband and herself the house had become crowded with friends and neighbors whose shouts of "Happy Birthday" made the reason for their presence clear.

Friend husband, who was in on the surprise, presented his wife with the attractive easy chair in which Mrs. Hopkins may be seen seated in the left foreground of the photograph. Many other presents, and a profusion of flowers filled the house.

*Shortly to go East, we believe, is the letter being dictated by City Convention Manager Bruce A. Findlay to Mrs. Beulah Padget. We're reasonably sure mention will be made therein of California climate and hospitality. (We hope he doesn't forget the Streamlined Transportation!)*



## Convention Conscious

SOME years ago upon returning from his first visit to the United States, a prominent Briton was asked what impressed him most.

"The ability of Americans to organize," he replied, "I believe that should three Americans be up in a balloon and the bag were to burst, on the way down they would elect a president, a vice-president and a secretary-treasurer, resolve themselves into a committee-of-the-whole and have a report on the cause of the accident ready by the time they reached the ground."

There is a grain of truth in that statement that has been made into bread for thousands in the United States. We do organize, we convene, and we go places. The old adage "Where Greek meets Greek there's a restaurant" we have changed to "When an American meets an American there's a convention." So profitable has this convention business become that in some cities if three people are seen talking on a street corner they are likely to be invited by a convention scout of another city to do their talking in his home town next time.

As is the case with any sales work, there are certain fundamentals that have to be followed in the convention

*Los Angeles, in Common with Most Large Cities has an Ear to the Ground for Conventions--and with Good Reason!*

business. The most important of these is the necessity of interesting the local chapter or organization in playing host to the regional, state, district or national group. The president of the local society is usually a very busy person. To sell the local "big wigs" the idea that they should add to their present responsibilities the chore of being host to affiliated groups is not always as easy as it might sound. There are, however, certain compensations for such efforts which those who have an unselfish interest in their organization usually appreciate. The publicity attendant upon gatherings directs the thought of the public to the aims, objectives and ideals as well as the accomplishments of the organization in question.

By BRUCE A. FINDLAY  
*Manager, City Convention Dept.  
Los Angeles Chamber of Commerce*

When such meetings are in the hands of those skilled in publicizing the results may be widespread and far reaching.

Having convinced the local authorities that such a convention is desirable not only for themselves but for the community as well, the next move is to satisfy the national officers. It is no simple task to convince Easterners that the distance between New York and Los Angeles is no greater than the distance between Los Angeles and New York. Those in other parts of the country too often insist that representatives from the West should repeatedly make the trips East, but that the distance from the East to the West is too great for Easterners to negotiate.

Having broken the news to mother regarding the important fact that the Indians and the Whites get along well "way out West," the next step often is to present in typical Hollywood fashion a "super colossal" demonstration of what California orange

juice and sunshine do for the growing boy and girl. The exuberance of Los Angeles delegations is almost proverbial throughout the country. Nothing short of a few throats cut in public, a jump off the Empire State Building in a parachute and other such minor attractions seem to satisfy some of the group. When our delegates have jumped through enough keyrings and doughnut holes, climbed over and under transoms and by this and other methods have convinced the Easterner of the sincerity of the invitation, we have completed another important step in the campaign.

### Literature Distributed

Then, of course, comes the distribution of favors, such as Los Angeles poppies, literature and other knickknacks which are symbolic of our community. A campaign to secure some conventions is comparable to that of a great political gathering. At the proper psychological moment the "Escrow Indians from the West" descend upon the unsuspecting committee in charge of "Time and Place" and by every known means endeavor to convince these important ladies and gentlemen of the necessity of coming to Los Angeles if they would have the ideal convention. Sometimes the vote is taken from the floor, in which case that which will appeal to the group is given primary consideration. If it is a ladies convention, allusion to the fact that Robert Taylor and Clark Gable would, no doubt, be glad to carry their bags from the depot, often turns the trick. If it is a men's group, the thought of just being in the same community with Ginger Rogers, Garbo and perhaps a breath of Dietrich's dust as she whirls past, sometimes accomplishes the desired results.

### Local Entertainment Varied

The many cultural, amusement, scientific and educational attractions in the Southwest afford unusual arguments in favor of the trip to Los An-

geles. In no given area in the United States can one find so wide a divergence of amusements, no matter in what line his tastes may run. If they be cultural: the Huntington Library, Hollywood Bowl, our beautiful universities, colleges, public schools. If it should be scenery, we quote the movie industry to the effect that within a radius of 150 miles of Los Angeles can be found practically every type of scenery in the world. These, and other attractions, are strong magnets which help to overcome the handicap of the great distance between dense population centers of the East and Midwest and Southern California.

### Community Income Benefits

Statistics are boring to anyone but bankers and auditors, so you'll be spared a recitation of the number of organizations that were represented in Los Angeles last year, beyond the statement that well over 200,000 delegates were entertained in this city. No small part of the streetcar fares, gas station purchases, merchandise bought in our stores—in short, a substantial portion of the community income from which we all get our pay check is left in our midst by old John J. Public, his wife and family who manage to get themselves elected as delegates to one of the hundreds of conventions meeting annually in Los Angeles.

### Three Days Average Stay

When, as those in the know tell us, each visitor to such a gathering spends approximately \$12.50 per day, and an average length of stay is three days, it doesn't take an Einstein to figure that 100,000 such visitors leave enough dollars and dimes, to say nothing of tokens, to swell substantially the incomes of Angelenos. An interesting feature of the conventions, which annually meet here, is that thousands of our most prominent citizens first tasted the milk and honey of this land of prom-

ise (we have promised nearly everything in the past, and delivered even more than we said we could) as the delegate of some conclave.

### Know Any Prospects?

Should you hear any friend of yours, or patron of the Railway mention, either in his sleeping or waking moments, that he knows of some group that might be induced to wend its way to Los Angeles, please let the Convention Department of the Chamber of Commerce know about it.

*He—"Nobody can deny my love for you, sweetheart."*

*She—"I'd like to see anybody try. I've kept all your letters."*

*Visitor: "I understand that you people raise a lot of young chicks in an incubator?"*

*Poultryman: "Oh, yes—lots of 'em."*

*Visitor: "But don't you think that is cruelty to animals? How would you like to call a wooden box 'mother'?"*

## NO SHAKESPEARE FAN



Guy Gifford, Division I.

*"Even if it's good, you gotta pay your fare."*

# Traffic Survey Aids In Meeting Passenger Requirements

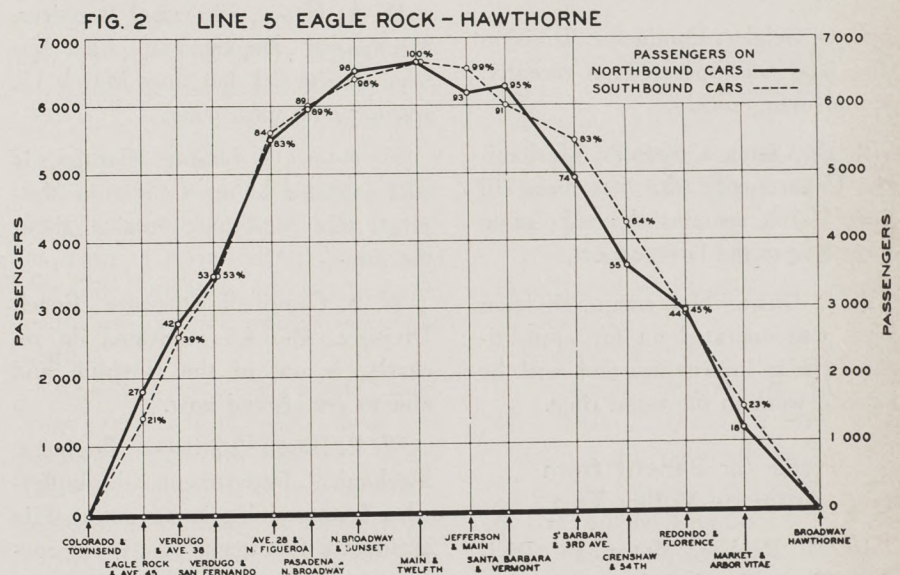
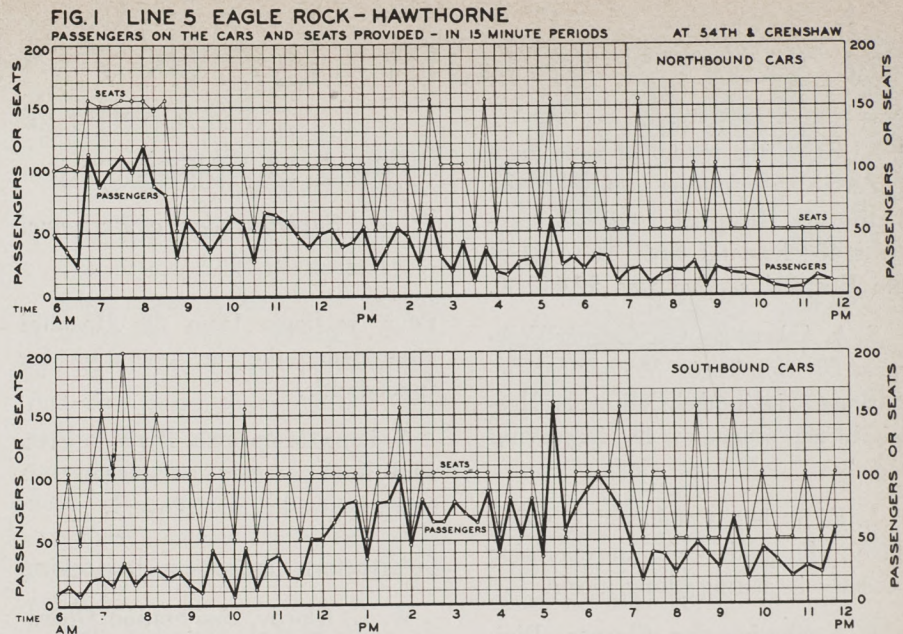
WHERE are our patrons located? What are their riding habits? What distances do they travel? These are some of the questions answered by the traffic survey which was instituted in January by the Operating Department.

In order to determine proper service requirements, each of our lines is being checked from beginning to destination of route by placing a checker at various points approximately a mile apart. These men check the line in both directions during an eighteen hour period.

Tabulation of these passenger and seat counts are then made and plotted graphically. From these calculations, loading conditions and percentages in either direction on any line at any time may be easily determined.

While these checks are being made, experienced operators are noting the actual running time between certain points so that this may be incorporated in the forthcoming schedule. As a result, we know the exact loading of the lines along the entire route, and the schedule department is able to meet the necessary passenger requirements by having the proper number of cars at the point and time needed.

Figure 1 shows the passengers carried and the seats grouped into fifteen minute periods in each direction passing point checked. Figure 2 shows how the passenger load builds up or decreases on the line of service by direction (solid line for north or east, broken line west or south).



By means of these graphs, the Operating Department may not only determine the loading of a complete line but also the loading of each one-half trip. They further show where turn-backs can best be established, in order to handle the greatest number of people on the line with the maximum efficiency.

The movement of each car from the time it leaves the carhouse on its run until it pulls in, together with

all layover time and actual running time, is later shown graphically on a chart and future checks made of the service after the new schedule is made effective is checked against this chart and corrections made in the schedule if found to be needed.

Upon a schedule becoming effective, the supervisory force and all those connected with direct operation of the line are required to familiarize themselves with it.

# News From LARY Sick Folks

**D**URING the month of June there were 35 employes confined to the California Hospital, which represents 404 hospital days. The cost of the Hospital service was \$2,640.00.

S. A. Ackerman, Car Cleaner Foreman, Division Three, Mechanical Department, is in the California Hospital. He seems to be improving slowly.

L. E. Forbus, Conductor, Division Five, who underwent an operation recently is getting along nicely.

I. Nordquist, Car Cleaner, Division Four, Mechanical Department, who has been in the hospital since May 16 on account of a fractured leg, is around in a wheel chair now.

A. O. Seigler, Conductor, Division One, who was operated on recently, is improving nicely.

R. P. Adams, Carpenter, Mechanical Department, who has been ill since March, remains about the same according to the latest report.

J. I. Glenn, Motorman, Division Five, was operated on for appendicitis. He is improving, and will be back to work in the usual time.

## Hope for Benefit from Antelope Valley Trip

H. M. Pankey, Motorman, Division Five, who has been ill since March 30, has been moved to a Sanatorium in Antelope Valley. It is hoped that this change will be beneficial.

W. W. Webb, Janitor, Garage, who was injured when struck by an automobile May 16, is home from the Hospital and getting along nicely.

G. Y. Barlow, Motorman, Division One, is on the sick list on account of rheumatism. His condition remains about the same.

F. W. Green, Conductor, Division

By R. A. PIERSON

*Superintendent of Personnel*

Four, is home from the Hospital after undergoing an operation for appendicitis.

G. Pape, Motorman, Division Five, who was operated on recently, is making a splendid recovery.

Substation Operating Improving

W. G. Clardy, Sub-Station Operator, Power Department, who sustained an injury to his foot May 9, is able to get around on crutches now.

H. A. Heuer, Electrical Repairer, Mechanical Department, who has been on the sick list since March 11, seems to be improving.

E. Peteway, Janitor, Garage, is still confined to the California Hospital. His condition remains about the same.

W. S. Campbell, Operator, Coach Division, who was operated on recently, is out of the Hospital and able to get around now.

W. P. Hazen, Stationary Engineer, Mechanical Department, who suffered a fractured leg in an automobile accident a few weeks ago, is improving rapidly.

S. B. Prancevic, Motorman, Division One, who has been very ill since May 5 and is still confined to the Hospital, is now on the road to recovery.

F. J. McDonald, Conductor, Division Five, who sustained a fractured leg when hit by an automobile June 3, is getting along fine and enjoys smoking that "Irish" pipe of his.

T. M. Schrader, Motorman, Division Five, who was injured in an automobile accident May 29, is home now and improving.

Regret to report the deaths of two employes during the month of June, also the deaths of the wives of four employes. The employes who died were covered under our Group Life Insurance Policy, and two of the employes whose wives died were members of the Wives' Death Benefit Fund Plan. It is regrettable that all of the married men do not avail themselves of membership in this Wives' Death Benefit Fund Plan.

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

## PENSION ROLL

William Henry Neighbours, Instructor in the Instruction Department, was placed on the Pension Roll, effective June 15, 1937.

Mr. Neighbours entered the service February 25, 1893, as Motorman, Division 1, appointed to the Instruction Department March 1, 1923. His present address is 520 North Stanley Avenue, Los Angeles.

Benton McNiece Ihrig, Motorman, Division 5, was placed on the Pension Roll, effective May 30, 1937.

Mr. Ihrig entered the service October 20, 1911, as Motorman, Division 2, transferred to Division 5, July 31, 1932. His present address is 8474 South Grand Avenue, Los Angeles.

## OBITUARY

Stephen Byron Sloan, Flagman, Transportation Department, died June 16, 1937. He was born in Lynn County, Oregon, July 6, 1868, and entered the service of this Company as Motorman December 21, 1898, appointed Flagman November 1, 1936.

Mr. Sloan is survived by his widow and son.

The wife of George Andrew Yale, Carpenter, Department 12, died June 23, 1937.

The wife of Edward Lawrence Kight, Conductor Division 5, died June 30, 1937. Mr. Kight was not a member of the Wives' Death Benefit Fund.

The wife of Charles A. Byrd, Motorman, Division 4, died July 14, 1937. Mr. Byrd was not a member of the Wives Death Benefit Fund.

## APPRECIATION

Letters, gratefully acknowledging the kind thoughts and expressions of sympathy extended them in their recent bereavements, have been received from George A. Yale and family, and Wm. McDonald and family.



## BEST WISHES TO:

Conductor Ernie Burgess (Division 4), married June 19 at Yuma, Arizona, to Miss Irene Frances Joyce of Des Moines, Iowa.

Conductor Harry Tierney (Division 4), married May 30 to Miss Louise Bayer.

Conductor E. F. Pitford (Division 3), married June 25 to Miss Elnora May Blum.

Motorman C. T. Moore (Division 3), married July 6 to Miss Vendora Marx.

Motorman C. L. Sparling (Division 1), married May 12 to Miss Ruth Le Barr Connoly.

Conductor Harvey Drysdale (Virgil), married July 25 to Miss Helen Kulander.

## Extraordinary Conditions

By J. COLLINS  
*Supervisor of Safety*

Conditions out of the ordinary call for action out of the ordinary.

When nature is slightly off balance it sometimes has a tendency to influence certain people to do things that they might not otherwise think of doing—in other words, on a very warm day people “are crazy with the heat.” We should, therefore, recognize these changed conditions, and by a pleasant mannerism, try to counteract them.

Well balanced people cross the street at crosswalks—the “jay-walker,” therefore, is always slightly off balance, indicating a disregard for order, and is out of the ordinary.

Your ordinary travel is on a straight track, which is fairly level, so a curve is out of the ordinary. An electric switch, therefore, means that, in addition to the curve, you have a switch to throw and observe, or the hazard has been increased. Going up or down a rather steep grade calls for added attention on your part, because you face a condition out of the ordinary.

When late, or hauling a heavy load, your responsibility has been increased—therefore, do not “slam-bang” through, or become unusually aggressive in traffic, in an endeavor to get through to the end of the line, as this is not your habitual method of operation, and, the chances are, lead you into further delay and trouble. Added responsibility calls for greater skill in operation, reading street conditions, and paying strict attention to rules governing operation, instead of a method below your standard way of hauling your streetcar.

A man diverted from his regular line should recognize conditions that are out of the ordinary, until he is back on his own line.

The many changes now taking place on our system are out of the or-



## CONGRATULATIONS TO:

Barbara Ann, born to Coach Operator (Virgil) and Mrs. Fred Belcher on May 31.

Darline Frances, born to Coach Operator (Virgil) and Mrs. Jack Rash on May 18.

Charleen Rae, born to Coach Operator (16th Street) and Mrs. T. R. Swisher on July 13.

Robert Mark, born to Motorman (Division 1) and Mrs. A. M. Brim on June 21.

Samuel Sydney, Jr., born to Motorman (Division 1) and Mrs. S. S. Troyer on July 13.

David Wesley, born to Motorman (Division 1) and Mrs. C. W. Crockett on July 5.

Dianne, born to Conductor (Division 5) and Mrs. Gale O. Burlingame on June 28.

Kenneth Victor, born to Carpenter (Shops, Department 12) and Mrs. Bertel Erickson on July 1.

John Bascomb, born to Foreman (Way and Structures) and Mrs. Wm. B. Bramlett on July 5.

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dinary and naturally affect the minds of many of our men. But a man can adjust himself to changes and master the job if he strengthens his weak points by practice along lines which will enable him to overcome the weakness, and bring himself up to that proper balance so necessary to successful streetcar operation in streets where there are numerous people, affected by the extraordinary conditions, “milling” around, and in urgent need at that moment of one who is trained to better control of adverse conditions. Remember, things are only as realistic as we make them.

# Nines Reaching Top Form

## *Division 5 Takes Close One From Division 3*

By C. J. KNITTLE

In comparing the Lary League standings from month to month and noticing how frequently one team jumps ahead of another, the observer may naturally conclude that the games at Lary Ball Park have become dry and devoid of thrills.

On the other hand, if the reader will recall that in mid-season the teams are all strongly organized and have reached their highest degree of playing ability, he will realize that the table of standings is literally a barometer, not of each teams com-

petitive effort but, rather, of its actual strength.

Incidentally, on July 18, Vernon Yard defeated Division Four and Division Five took a win from Division Three. The result was Division Five nosing Division Four out of second place.

This is the only variation the standings have shown for many weeks and, in conclusion, to those who enjoy good baseball we would emphasize the fact that practically all the Lary League teams are playing excellent

ball, each team providing strong competition for the other.

The League cordially invites you to come down and take in the games.

The recent scores follow:

JUNE 20 at 10:30 A. M.

	R H E
Vernon .....	313 000 012—10 10 4
Division 1 .....	002 100 022— 7 12 8

Batteries: Espana and V. Saiza; Means and O'Neill.

Division One gave Vernon a scare in the last few innings but, as usual, the Vernon lads came out on top. Counting last seasons games, this is Vernon's twen-



**Still Right Up Among 'Em for Top Honors in LARY League, Division 4 stops practice long enough for the photographer to take a quick one: Standing, left to right: B. Vedar, B. C. Young, A. C. Wagoner, H. Andrews, W. Vance, C. E. Cosner, L. W. Fry (scorekeeper). Seated: G. S. Sprague, W. O. Carter, P. E. Hipes, W. W. Vance, P. Stevers, W. J. Currie, J. P. Lipscomb.**





Below: Rightfielder Joe Saiza smacks out a hot line drive for Vernon. Stevens of Division 4 catching.

Top: Centerfielder Vance scores for Division 4. The catcher is Quihuis of Vernon Yard.



Left: Another ball takes flight when diminutive Sal Manriquez, Vernon second baseman, connects. . . Andrews of Division 4 pitching. (Note ball—upper left of photograph.)

ty-fourth consecutive win.

At 1:00 P. M.

	R	H	E
Coach .....	243	2 0 0	1—12 12 9
Division 3 .....	025	0 12 3	x—22 16 7

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

Coach made an excellent start this time but could not hold their lead.

JUNE 27 at 10:30 A. M.

	R	H	E
Division 4 .....	000	013 012	—7 13 2
Division 3 .....	200	000 040	—6 9 2

Batteries: Vance and Stevers; Woodward and Barnett.

A good game to watch, Division Four going into the last inning behind and tak-

ing the game from Division Three with a hit by Stevers.

At 1:00 P. M.

	R	H	E
Vernon .....	000	200 012	—5 9 3
Division 5 .....	020	110 000	—4 6 3

Batteries: Peralta and Quihuis; Misko and Cranston.

Division Five gave Vernon another real scare going into the ninth with a one-run lead but could not hold them. Carpio and G. Manriquez of Vernon made home runs.

JULY 4 (ONE GAME)

	R	H	E
Division 1 .....	210	140 003	—11 12 8
Division 4 .....	110	412 001	—10 13 6

Batteries: Means and O'Neill; Vance and Stevers.

A very loose game with Division One nosing out Division Four in the ninth. Andrews of Division Four smacked out the longest home run ever hit into right field. (It landed out in the street.) Unfortunately the bases were empty.

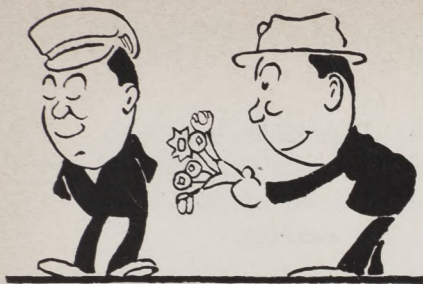
JULY 11 at 10:30 A. M.

	R	H	E
Division 1 .....	402	200	—8 6 7
Division 3 .....	281	11x	—13 13 9

Batteries: Means and Smith, O'Neill; May, Woodward and Meek, Martin.

The game started late and was called at the end of the sixth on account of time expiring.

(Continued on Page 20)



# CUSTOMERS'

## *Waited for Late Comer . . .*

"Your motorman No. 989 (**E. P. Roberts, Div. 4**) operating a number '2' car on June 23, 1937, is deserving of commendation for his conduct in looking after the safety of passengers and for his courtesy to passengers.

"He saw me running for the loading zone in front of the Hall of Records and although there were no passengers waiting there, he stopped and waited until I boarded the car, and I was in a very big hurry so appreciated this very much.

"While I was on the car I noticed that he was very careful to always close the door before starting the car, and was most courteous to passengers."

D. R. GUSTAVESON,  
437 S. Hill St., Los Angeles.

## *"Uniformly Good Natured" . . .*

"I have been using the Manchester Bus and the 'F' car for over five years and while the majority of the men have been kind and considerate there is one man that is so uniformly good natured, attentive and alert that I think he deserves special mention. I do not know his name, but his number is 1734 (**X. Bryan, Div. 5**)."

W. A. HAMILTON,  
315 W. Ninth St., Los Angeles.

## *Splendid Operation Noted . . .*

"Again I am glad to report to you of one of the smoothest rides on a streetcar with motorman 2077 (**S. H. Brown, Div. 1**) at the controls. His stopping and starting was hardly noticeable to the passengers. I sat on the front seat and watched him, and I noticed too, he surely is a saver of power, which is quite an item, is it not? But this I believe his record shows if it is measured as it was in my time as conductor. Seeing that my information is appreciated, am glad to write when such splendid operation is noticed."

WILLIAM SCHACK,  
Hondo, Calif.

## *"Tact and Personal Attention"*

"It has been my pleasure to be a passenger on one of the No. '10' cars on which Conductor 2108 (**C. W. Burnett, Div. 5**) conducted. He is one of the most courteous of your employees, using tact and personal attention with his duties.

"I wish to extend my best wishes to him for any further advancement he may wish with your company. Anyone with his personality will be a credit to any organization."

MYRTLE BLIVEN,  
314 S. Olive St., Los Angeles.

## *Gratitude Conveyed . . .*

"I always consider it a pleasure to commend anyone that is always ready to do his best when serving the public, and I hope that these few lines will convey my gratitude for the spirit of friendliness that I always found while a passenger on the 'W' line.

"The conductor I have reference to is No. 1930 (**C. E. Dennis, Div. 3**) and the courtesy he has always shown and his jovial manner have created a great deal of admiration for his fine personality. This feeling is not only my own expression for I have found that this same feeling existed with so many of the other passengers."

G. I. GOSLAW,  
Long Beach, Calif.

## *Sincere Courtesy and Helpfulness Shown . . .*

"I have been riding your Third Street buses to and from work for the past four weeks, and the excellent work of your driver No. 760 (**L. W. Hyde, Virgil**) has been so outstanding that I am taking the liberty of complimenting you on having such a fine type of man in your organization.

"His efficient driving is very noticeable, and the sincere courtesy and helpfulness shown elderly passengers is a characteristic that is appreciated by all who come in contact with him.

"Again, please accept my profound congratulations for offering for public service such a gentleman."

L. C. CORNELIUS,  
825 S. Burlington, Los Angeles.

## *"Good Deed" Reported . . .*

"I should like to take this opportunity to report to you the courtesy and thoughtfulness of one of your motormen-conductors. I find from experience that usually letters written in to companies, particularly transportation companies, tend to be in the nature of complaints and that the 'good deeds' tend to be ignored.

"On the 'S' car, No. 1353, (**W. G. Wholton, Div. 1**) going west on 7th Street, one block west of Westlake Park about 10:35 p.m., on Thursday, July 8, I carelessly dropped in one too many tokens. The fault was entirely my own but the motorman-conductor was unusually patient and considerate of my mistake, and I should like to take this method of expressing my appreciation. I am a visitor in this city and courteous service from transportation employes is a pleasure to receive."

KATHRYN W. DALY,  
339 S. St. Andrews Pl., Los Angeles.

## *A Smile for Everyone . . .*

"I am writing this letter in appreciation of your service on your streetcar that leaves the Civic Center at 12:40 a.m. every morning. I have been riding on same every morning for last four months with motorman 778, (**J. E. Nichols, Div. 5**) and can say that he is a very careful motorman, always has a smile and a good word for all the regulars who ride every night. Also makes good time. Just wanted you to know about same."

HOWARD JONES,  
846 W. 71st St., Los Angeles.

## *Handles Unusual Circumstances Well . . .*

"Anyone can be trained to run a bus, accept fares, etc., but you can never train a man to handle unusual circumstances cleverly; that is born in people. Yesterday operator No. 551 (**H. C. Bammerlin, Virgil**), saved me a most embarrassing situation. He did it so cleverly that I just felt good the whole day about it, and am so appreciative that I wanted to put in a good word for him. He is certainly worthwhile."

MRS. GEO. T. BADGER,  
3673 Holboro Drive, Los Angeles.

# COMMENTS



## Smooth Operation Praised . . .

"Please allow me to call to your attention the commendable service of Motorman 983 (**O. F. Lange, Div. 4**) who was operating an 'A' car, tag No. 3, on July 12, 1937. I am a passholder every week and use it mostly in the downtown district. I find it necessary to sort my work and make notes as I ride so the way a car is operated is noticeable to me. This employe seemed to be very careful that every passenger was safely aboard before starting then he started smoothly without jerking. His stops were also quite smooth. He was courteous to mid-block pedestrians and motorists. Of course, all employes should be expected to be all of this, but most of them aren't. This was at about 4 p.m. rush. Please thank this man for me."

D. F. STEPHENSON,  
4618 3/4 DeLongpre Ave., Los Angeles.

## 590 and 935 Praised . . .

"May I most heartily commend Conductor No. 590, (**W. E. Blackley, Div. 4**) and his motorman No. 935, (**A. E. Giles, Div. 4**) on 'H' car, westbound, on 7th Street at Spring, about 5:30 p.m., Saturday, July 3, for their unusual and kindly helpfulness to a very ancient, weak and heavily burdened lady who had struggled across the signals from the north on Spring, and wanted to catch the 'H' car on 7th Street.

"The conductor also assisted her most kindly to alight with her two heavily packed market bags when she left the car.

"This woman must have been nearly ninety years old, tiny, deformed and really repulsive in appearance, yet these men showed her human kindness and a spirit to help."

GRACE F. PEASE.

## Virgil Operator Quick Thinker

"On Monday evening, July 12, I was on a Crenshaw bus on Crenshaw Boulevard going toward 54th Street when suddenly a car going along beside us decided to cut in ahead of us to park.

"It was the quick work of our driver that saved the day—how, I do not know—I sat just behind the driver and he turned and jammed on brakes so cleverly and quickly that everyone in the bus was surprised to say the least.

"The driver was No. 817 (**K. M. Annis, Virgil**). When we all came to, after having expected a terrible crash and not getting it, every one wanted to know his name and number, which he did not seem to want to tell us. Said he had 'done nothing exceptional', but we all felt he did do something that he should have credit for.

"He did not give his name, I'm hoping this is his right number. He was so modest, a very fine young man and most competent in his work.

"The old lady and gentleman (in the car) must have been both blind and deaf for they were most unconcerned, did not seem to realize how they had been saved by the marvelous driver of our bus.

"So many are ever ready to censure a worker, but few ever feel they should give credit when credit is due. I hope all the others have written too, so that your company may see that the young man No. 817 gets a 'thank you'."

GRACE C. NICHOLS,  
Hotel Figueroa, Los Angeles.

*Also received this month were letters commending the following Trainmen and Bus Operators*

## CONDUCTORS

E. W. Park, Div. 1  
R. L. Kooner, Div. 4  
R. G. Monahan, Div. 3  
J. L. Williams, Div. 1  
K. G. Burnett, Div. 5  
L. H. Morgan, Div. 4  
G. C. Abel, Div. 4  
W. C. Dorrance, Div. 5  
S. R. Leckey, Div. 3  
M. M. Wallace, Div. 3  
L. W. Martin, Div. 1  
C. L. Walinder, Div. 5  
W. D. Huse, Div. 1  
O. G. McDermith, Div. 3  
C. W. Hannon, Div. 5  
E. H. Bryant, Div. 5  
R. C. Ragder, Div. 5  
S. J. Pontius, Div. 1  
A. I. Brennan, Div. 1  
J. A. Johnson, Div. 5  
I. Gasparro, Div. 3  
G. R. Perdew, Div. 3  
G. T. Bucher, Div. 4  
J. R. Zimmerman, Div. 3  
O. G. Thompson, Div. 3  
F. L. Forum, Div. 4  
E. M. Hersey, Div. 4  
D. L. Adams, Div. 4  
A. L. Auslender, Div. 4

C. H. Hughes, Div. 4  
E. A. Duncan, Div. 3  
H. E. L. McCollum, Div. 4  
E. J. Flint, Div. 3  
N. R. Neal, Div. 2  
C. K. Stahl, Div. 5  
W. W. Harbeck, Div. 4  
G. D. Hibbs, Div. 3

## MOTORMEN

C. J. Lytle, Div. 1  
M. M. Overturf, Div. 4  
T. B. Marks, Div. 1  
C. E. Baker, Div. 4  
J. T. Evans, Div. 3  
F. Whitcomb, Div. 4  
T. N. Harris, Div. 5  
M. A. Fulkerson, Div. 4  
E. W. Lane, Div. 1  
T. D. Martin, Div. 5  
C. Taylor, Div. 4  
T. H. Speed, Div. 4  
T. E. Dyer, Div. 3  
C. Vance, Div. 3  
J. L. Ott, Div. 3  
M. H. McGinnis, Div. 1  
A. W. MacDonald, Div. 4  
R. F. Shepherd, Div. 4  
H. F. Ransom, Div. 4  
A. E. Dodge, Div. 4  
L. F. Robinson, Div. 4  
L. F. Auker, Div. 4  
L. C. Mundall, Div. 4  
S. E. Phillips, Div. 4  
H. W. Gilbert, Div. 4  
D. G. Hunsaker, Div. 4  
M. L. Hart, Div. 4  
W. H. Welch, Div. 4  
A. C. Waggoner, Div. 4  
C. C. Crow, Div. 4  
B. J. Ullrich, Div. 3  
F. Whitcomb, Div. 4  
G. A. Stedman, Div. 5

## COACH OPERATORS

W. R. St. John, Wilshire  
R. T. Cunningham, Wilshire  
H. R. Burns, Florence-Soto  
E. R. Lupton, Florence-Soto  
J. C. Mulder, Florence-Soto  
A. Coplan, Florence-Soto  
C. O. Storie, Florence-Soto  
E. E. Phillips, Florence-Soto  
V. M. Cowen, Florence-Soto  
L. W. Hyde, Fairfax  
R. E. Johnson, Sunset  
G. D. Barstow, Wilshire

(Continued from Page 17)

At 1:00 P. M.

	R	H	E
Coach .....	110	010	0—3 5 5
Vernon .....	826	004	x—20 16 3

Batteries: Burns, Kaiser and Martin; Peralta, M. Saiza and S. Manriquez, V. Saiza.

Good exercise for the players but just another hard luck game for the Coach lads.

JULY 18 at 10:30 A. M.

	R	H	E
Division 4 .....	010	300	001—5 12 4
Vernon .....	026	100	01x—10 13 1

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

Vance did excellent relief pitching after the third inning. Peralta struck out twelve men. George Manriquez played a star game for Vernon in the field.

At 1:00 P. M.

	R	H	E
Division 5 .....	000	510	000—6 7 7
Division 3 .....	100	003	100—5 9 5

Batteries: Misko, Beale and Cranston, Bartlett; Triboulet, Woodward and Martin.

Triboulet started out good but weakened in the fourth. Woodward relieving "Tribie" in the sixth, shut out the Division Five lads for the remainder of the game Landreth won the game for Division Five in the fourth inning when he hit a double with the bases loaded.

Huntoon of Five also did well, hitting a home run, although there was nobody on.

#### LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard .....	10	0	1.000
Division Five .....	6	4	.600
Division Four .....	6	5	.540
Division Three .....	5	6	.450
Division One .....	4	6	.400
Coach .....	0	10	.000

#### LARY LEAGUE BATTING AVERAGES

(First 10 Games)

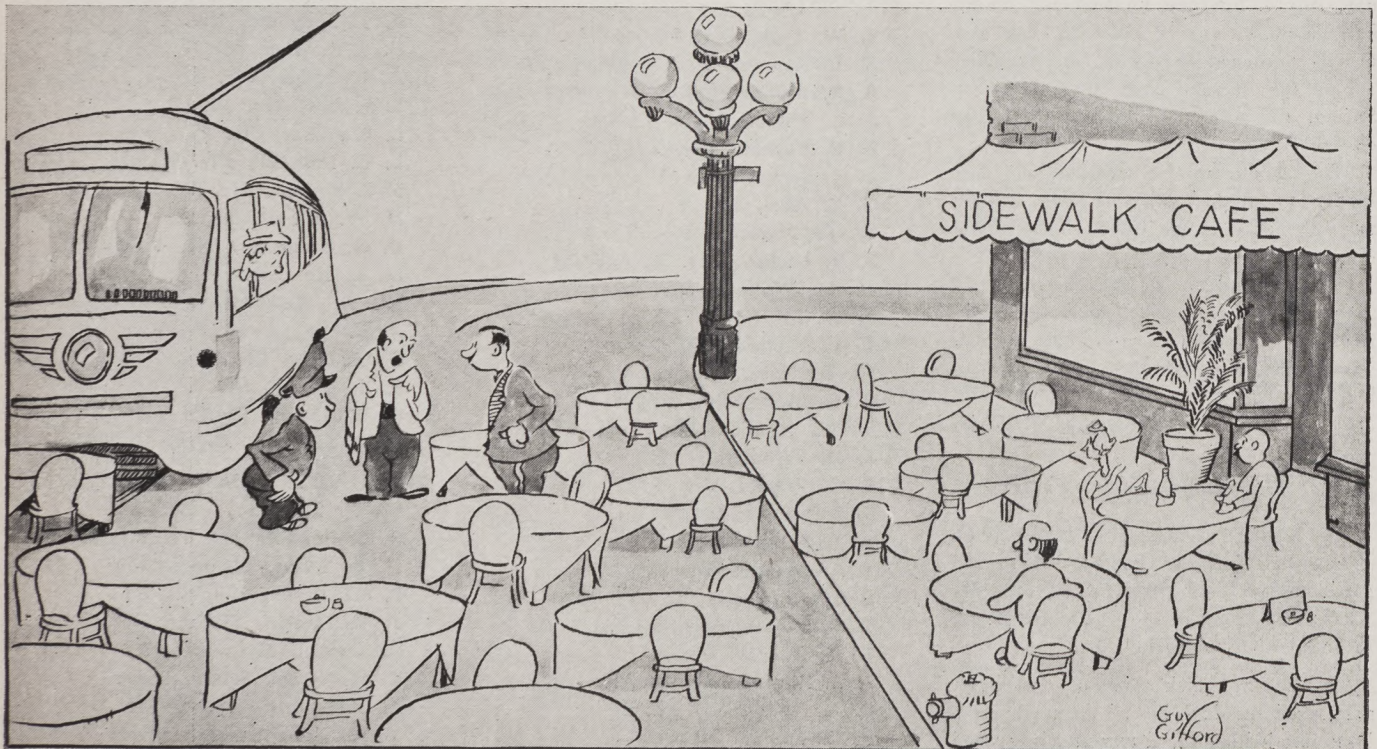
	G	AB	R	H	Pct.
Vernon Yard .....	10	396	124	128	.324
Division Three .....	10	380	106	118	.311
Division Four .....	10	392	101	119	.304
Division One .....	10	364	87	101	.277
Division Five .....	9	353	73	85	.241
Coach .....	9	295	45	64	.217

#### BATTING .300 OR OVER

	G	AB	R	H	Pct.
Carrillo, Vernon .....	10	42	20	20	.476
Carpio, Vernon .....	8	40	14	16	.400
G. Manriquez, Ver. ....	10	48	18	19	.396
Barnett, Div. 3 .....	10	38	13	15	.395
Lipscomb, Div. 4 .....	10	45	15	17	.378
W. S. Vance, Div. 4 .....	10	41	10	15	.366
Broman, Div. 3 .....	10	34	10	12	.353
J. Saiza, Vernon .....	9	37	15	13	.351
Cranston, Div. 5 .....	8	36	8	12	.330
O'Neill, Div. 1 .....	8	29	8	10	.345
Seale, Div. 5 .....	8	38	12	13	.342
Smith, Div. 5 .....	9	38	10	13	.342
Stoner, Coach .....	8	27	4	9	.333
Miranda, Vernon .....	10	43	14	14	.326
Waggoner, Div. 4 .....	10	43	10	14	.326
Schmidt, Div. 3 .....	9	43	9	14	.326
Ferguson, Div. 1 .....	10	34	11	11	.324
Woodward, Div. 3 .....	9	34	7	11	.324
Means, Div. 1 .....	9	31	13	10	.323
Hipes, Div. 4 .....	9	38	12	12	.316
Andrews, Div. 4 .....	10	45	13	14	.311
Stevens, Div. 4 .....	10	39	10	12	.308
W. W. Vance, Div. 4 .....	10	40	8	12	.300

Official Scorekeeper: L. W. Fry

## Curb Service



"This Gentleman seems to feel that we're expanding too rapidly!"

Guy Gifford, Division 1.

# LUNCHING IN NEW QUARTERS



Above: Always well-filled at noon time is the new lunch room.  
Right: Matron Opal Barber filling a coffee order.



## Lounge, Lunch Room Opened

By MILDRED WILLIAMS

*"There is no such thing as hard work. The work we make hard is the work which we fear, which we think of as so important and exacting that we tense up over it. This is the definition of hard work. . . Learn to keep your body relaxed even in the face of your hardest problems, your most difficult situation. . . Our real problem is to work easily, untiringly,*

*persistently, enthusiastically. . ."*

*—Daniel W. Josselyn.*

Officially opening the new lounge and lunch room on June 30, which has been provided on the third floor of the Main Building for the women employes of the Railway, President Storrs urged that full advantage be taken of the facilities arranged for our convenience, rest and *relaxation.*

He spoke of discussions with Miss Emma Quigley in which she had presented to him the problems confronting the girls in their daily occupations, and related his own enthusiasm for the development of a place of relaxation as well as programs of an educational, athletic and social nature for the employes of the Railway. Mr. Storrs emphasized that the full cooperation and assistance of the management will be given to further



Lounge offers place for relaxation.

any movements of this kind, and expressed the belief that with development of these additional interests, our daily work would become increasingly enjoyable.

In thanking President Storrs, Helen Hughes expressed the appreciation of all the girls present.

. . . And it's such a cheerful place—this lounge and lunch room! The

lounge with its reed furniture covered in gay chintz—its pictures, magazines and all the knickknacks that go to make a room look alive and friendly (and right here, an orchid apiece to those two nice people who worked so hard to make it this way—Miss Quigley and Miss Margaret Phelps). It's pleasant to know that if one becomes ill or feels the need to take

“time out” for a few minutes that such a place is here for us. Already friendships are being formed, through association in the new meeting place, between girls of our Company who for years have only nodded as they passed one another.

Presiding over the lunch room, and concocting coffee or tea in its most complete kitchenette, is our matron, Opal Barber, who is a cousin of William Wells, long-time company messenger.

Appreciation is expressed to those girls who have contributed various articles for our new quarters. The hot plate which ornaments our kitchen was given by Mr. Walker of the Huntington Land Company, and to him goes a vote of thanks. There's a Frigidaire, too, where the girls may keep milk or buttermilk, salad, fruit or other foods cool until they are ready to use them.

## THE TRADING POST

FOR SALE—3-room stucco house on 40x100 lot, located at north end of Euclid Avenue Shuttle. Price \$1,475.00 — \$110.00 down. Conductor L. O. Blevins, Division 5, 5313½ Second Avenue.

FOR SALE—Complete camping outfit, almost new; heavy waterproof 9x9 umbrella tent; gasoline stove and stand; Coleman lamp; two cots, etc. Price \$25. Walter S. Williams, Room 710 Main Building. Phone GRanite 6338.

FOR SALE—1929 Chevrolet Coach in good condition—'31 wire wheels. \$85.00 cash. Also—Colt automatic .380 cal. with holster. Price \$10.00. Bud Lacy, Division 1, Mechanical, 833 North Avenue 63.

FOR SALE—Gold Conn Saxophone, B flat tenor, in good condition. H. K. Conacher, South Park Shops.

## DIVISION ONE SHOWS LARGEST ACCIDENT DECREASE

### ACCIDENTS PER 10,000 MILES RUN

JUNE 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	3-8
DIVISION NO. 3	XXXXXX	5-1
DIVISION NO. 4	XXXXXX	5-3
DIVISION NO. 1	XXXXXX	5-6

NOTE: THE AREAS SHOWN □ INDICATE THE DECREASE FROM MAY 1937  
THE AREAS SHOWN ▒ INDICATE THE INCREASE OVER MAY 1937

# Vet and Club Activity

## VETS CLUB

By R. T. GAMBLE, *Commander*

The Department Encampment was held at Oroville the last of June and the following officers were elected to control our department for the ensuing year:

Commander, James A. Fleming, Pasadena; Sr. Vice., Wm. L. Wilson, San Francisco; Jr. Vice., John Kirkseter, San Diego; Chaplain, Hiram J. Walklin, Southgate; Surgeon, Dr. C. L. Garvin, San Francisco; Judge Adv., Ralph F. Bagley, Los Angeles.

Comrade James Kennedy was also elected Council of Administration member to represent the second district. Let's all get behind these new officers and give them the support that they can rightfully expect and which we owe the officers.

Southwest Post is putting on Navy Night at our next meeting and we have six new recruits who formerly served in the Navy.

Don't forget we are holding our Fourth Annual Birthday Party jointly with the Ladies Auxiliary on Wednesday evening, August 4, at 1131 W. Manchester. This will be an open meeting. Would like to see all the comrades out.

\* \* \*

*Newly Installed Officers of LARY American Legion Post 541. Front row, left to right: C. H. Hinson, Finance Officer; W. G. Brooks, 1st V. Com.; Leo L. Leasman, Com.; R. G. Copeland, 2nd V. Com.; R. H. Manning, Adjutant. Rear row, left to right: S. L. Wickham, Exec. Board; H. L. Carleton, Sgt.-at-Arms; E. W. Cotterly, Exec. Board; H. D. Plank, Exec. Board; G. H. Drinkwater, Historian; C. J. Jackson, Chaplain.*

## LARY WOMEN'S CLUB

The art treasures for which the Huntington Library in San Marino is world famous, as well as the surrounding gardens and lily ponds, occupied the attention of forty-eight members of the Lary Women's Club on July 15, who made the trip by special buses from the Main Office.

A "pot luck" picnic has been planned for the next meeting of the Club on August 5. The time is 10:00 a.m.; the place, South Park, on Avalon between 49th and 51st Streets, which will be found easily accessible from many car lines. Tables will be reserved near the refreshment stand.

## MASONIC PIN PRESENTED

Mr. E. L. Stephens, formerly Master Mechanic for the Los Angeles Railway, was presented with his fifty year Masonic pin at the anniversary celebration held in East Gate Lodge.

Presentation was made by Oscar

Lawler who spoke fittingly of Mr. Stephens' many years of service as member and secretary.

The large group of members (several of whom are Los Angeles Railway Employes) stood in respectful tribute to Mr. Stephens at the conclusion of the impressive ceremony.

## AMERICAN LEGION 541

By R. A. MANNING, *Adjutant*

On Monday evening, July 19, at Patriotic Hall, Los Angeles Railway Post No. 541 and Auxiliary of the American Legion held Joint Installation of Officers with both the Legion and Auxiliary Teams of the 17th District conducting the rituals. Comrade Bill Hart was the Installing Officer for the Post, and Mrs. Irene Burgoon, 17th District President of the Auxiliary, filled the same capacity for the Unit. Officers serving for the coming year follow:



## Post

Commander, Leo L. Leasman; First Vice Commander, W. G. Brooks; Second Vice Commander, R. G. Copeland; Adjutant, R. H. Manning; Finance Officer, C. H. Hinson; Chaplain, C. J. Jackson; Historian, G. H. Drinkwater; Sergeant-at-Arms, H. L. Carleton; Executive Board, H. D. Plank, S. L. Wickham and E. W. Cotterly.

## Auxiliary

President, Mary Young; First Vice President, Emma Marques; Second Vice President, Elizabeth Hinson; Secretary, Lucy Brooks; Treasurer, Pauline Chilcoat; Chaplain, Clarica Plank; Historian, Francis Marceau; Sergeant-at-Arms, Amy Jackson; Marshal, Betty Roche; Executive Women, Roma Burgess, Mary Favour, Merle Cotterly; Jr. Past President, Bettie L. Leasman.

The Joint Installations were very successful, and those not present missed most impressive ceremonies. Many presentations were made, including a Past President's pin to Bettie Leasman.

The next meeting for both Post and Auxiliary will be held Tuesday, August 3, at Patriotic Hall, 8:00 p.m. Meetings will be held the first and third Tuesday of each month from now on. If you are eligible to belong to the American Legion, join our Post for this is going to be a big year. If you belong to some other Post, you can transfer into this Post and be right at home with your fellow workers.

Delegates to the Stockton Convention are Leo L. Leasman, R. H. Manning, E. W. Cotterly. Alternates: S. L. Wickham, H. L. Carleton, A. E. Dodge.

The Auxiliary entertained its friends and members at a card party July 10 at the home of Mary Young. Bridge, 500, pinochle and bunko were played. Refreshments were served to the large crowd, and everyone had a grand time.



*Front row, left to right: Elizabeth Hinson, Second Vice-President; Emma Marques, First Vice-President; Mary A. Young, President; Bettie Leasman, Past President; Amy Jackson, Sergeant-at-Arms. Back row, left to right: Clarica Plank, Chaplain; Roma Burgess, Executive Woman; Merle Cotterly, Executive Woman; Betty Roche, Marshal; Lucy Brooks, Secretary; Mary Favour, Executive Woman; Pauline Chilcoat, Treasurer.*

## Bullseyes and Misses

By L. F. SPARKS, Secretary

The Silver Bullets won match number 5 for the Los Angeles Railway Trophy on June 24. With a score of 1300 we took the Trophy away from the Los Angeles team, whose score was 1248.

In the qualification shoots J. R. Brewer received the Silver Rating Percentage Bar on the slow fire course. These bars have been added to the various qualification courses just recently and are hard to win. Denny Garner won first place in the Expert Division on July 11, in the .38 caliber timed fire. His score was 269 x 300.

On August 8, those who wish to qualify may do so. At this time fourteen men will be picked out to represent the entire Association in all its outside events. We expect the LARY

boys to win several of these places and to be in forthcoming matches.

The Revolver Association is entering a float in the Centinela Day's Parade at Inglewood, August 14. It has been requested that the men wear cowboy outfits and the women wear Spanish costumes. All those wishing to take part in the parade in costume please get in touch with the Rangemaster.

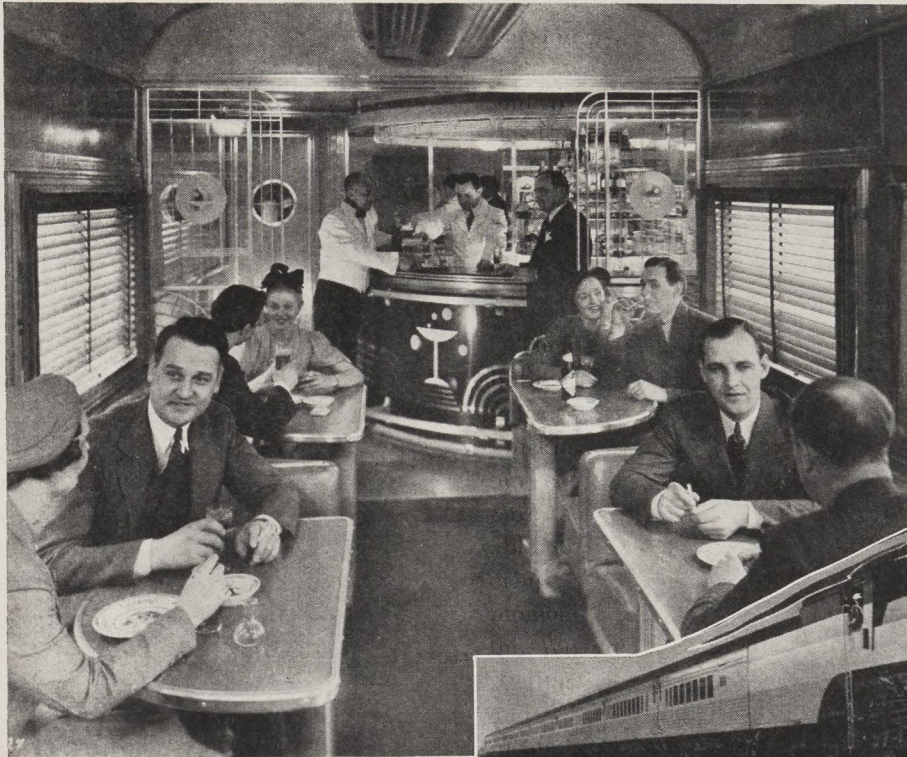
## Softball

Undefeated in both the Glendale and Sunland Leagues, the Sunland home team met its first reverse of the season on July 4 when the Los Angeles Railway softball team defeated it by a score of 7 to 3 before two thousand fans. In the return game, played on July 18, the tables were turned with Sunland emerging the possessor of the long end of a 16 to 0 score. A rubber game will be played in the near future.

The Lary team has lost only one of the ten games played.

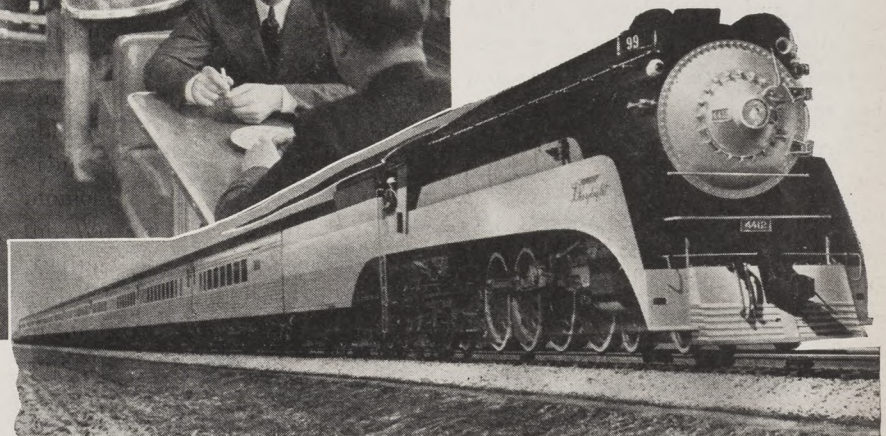


# Streamlined Trains Setting High Standard of Comfort, Efficiency



*Left: Modern design makes attractive this lounge car of Southern Pacific's crack new Daylight.*

*Below: Fastest railroad schedule in history between Los Angeles and San Francisco established by this Daylight flier.*



## *Southern Pacific's Twin 'Daylight' Trains Are Attracting Heavy Patronage*

LOS ANGELES Railway PCC cars will soon be providing this city with the latest in streamlined transportation. Here's a glimpse of the streamlined train which has established a new record for travel between Los Angeles and San Francisco. The rail history being established by the two Daylight streamliners on the Southern Pacific's 471-mile run each day between the two coast cities prove the value of this equipment in meeting present-day

travel demands between cities as well as in streetcar service.

No trains in America have been received with greater popular acclaim than these twin streamliners, it is declared. During the 102 days from March 21, last, when inaugurated, until June 30, inclusive, the trains carried a total of 71,364 passengers.

Since that time, with the heavy summer vacation and tourist travel to and from Los Angeles, the two trains, each having a capacity of 448 passengers, have been carrying even greater crowds and are sold out several times each week.

At the same time, the Daylight

fliers have been setting remarkable operating records. For they have been on time day after day since last March, despite the fact that they have established the fastest railroad schedule in history between the two California cities.

The streamliners depart from Los Angeles and from San Francisco at 8:15 o'clock each morning and arrive at each terminal at 6:00 p.m., making the trip in 9 hours and 45 minutes. This requires an average speed of nearly 50 miles an hour for the trip. A speed of 80 miles an hour is reached at times in order to maintain the schedule.

The trains were built to Southern Pacific's own specifications. Each

train cost \$1,000,000 and has twelve cars, the design and appointment of which provide a new high in speed, comfort and safety.

Power for each train is provided by one of six new Daylight locomotives, most powerful streamlined steam engines in the world. Each develops 4500 horsepower and has a top speed of 90 miles an hour.

Advanced features of the engine include an automatic device which indicates speed and guides the engineer in regulating admission of steam to cylinders; new style driving wheel centers of disc type and a constant resistance swing motion device which permits locomotives to negotiate the curves smoothly and safely at high speeds.

Among many novel features of the trains are wider and lower cars, new comfort and safety devices, a tavern car divided into a coffee shop with horseshoe counter, and a settee and bar section.

Streamlining is complete throughout the train. Elimination of practically all rivet heads through use of spot welding provides smooth exterior surfaces on all cars. Lower skirting, curving under the cars, covers all running gear except trucks and gives a tubular appearance to the train.

Air conditioning is complete throughout; windows are double-paned and sealed; all main windows are exceptionally wide for maximum visibility, the inner sash being glazed with clear safety glass; outer windows are sealed against dust and smoke.

Radio reception is provided in all cars except the diner, the receiving sets installed in four cars under control of the train crew supplying speakers installed in adjoining cars.

Coach seats are of rotating reclining type, permitting passengers to face in any direction. All chairs are of ultra modern design, on framework of metal tubing and fitted with sponge rubber seat and back cushions, displacing the conventional spring cushions for greater comfort.

Car trucks are of special design with triple instead of single bolster for superior riding qualities. Axles are heat treated, larger than usual, and equipped with special lubricating devices. The brake equipment features the flexibility of the proven straight air brake, but with propagation time cut to a minimum by electrical actuation. Degree of braking application is automatically reduced as train speed is lessened, making possible smoother stops in shorter distances. Tight-lock couplers and rubber draft gears reduce slack between cars, eliminating noise and provide smoother riding qualities.

Through use of lightweight steel of high tensile strength the inside width of cars is  $5\frac{1}{4}$  inches greater than of conventional equipment. Although total height of cars has been decreased six inches, thus lowering center of gravity  $9\frac{1}{2}$  inches, the new cars provide full standard headroom from floor to ceiling. The lower center of gravity provides greater safety and riding comfort at high speed.



Ken Strobel, Division 5.

*"He's yours, lady, if nobody calls for him within 30 days. . ."*

## "Not Charity, but Chance" -- Aim of Goodwill Industries

The housewife, in giving paper to the Goodwill Industries, is under the impression that she has seen the last of it. But this may not be the case.

The common paper—paper bags and wrapping paper—may come back home in the paper cartons into which the grocer may pack her purchases. Most of the newspapers are baled and shipped to the Orient and some of these come back to us made up into firecrackers. The youngsters in the family might get as big a thrill out of finding a piece of their local newspaper in a Chinese firecracker as in the noise it makes. Weekly magazines are baled and shipped to the eastern seaboard where they go through the almost unbelievable process of having the ink removed and are then made over into usable paper again for the better magazines. A goodly portion of the newspapers are shredded into paper excelsior and the dishes and breakable things which the housewife buys at most any store are more than likely to be delivered in this shredded paper.

Altogether many tons of paper are sorted, baled, shredded and variously processed in the basement of the Goodwill Industries every day. And this does not include the hundreds of books and magazines that are sorted out every day to be sold through the Goodwill stores as reading matter. All of this paper work provides jobs daily for about seventy-five men who want to work and do not want to "chisel." In all departments of Goodwill Industries there are now more than 600 handicapped, aged and desperately needy people who are being given "not charity but a chance" with a job.

# Instructor Former Vaudevillian

NO name, perhaps, is more familiar to Los Angeles Railway trainmen than that of Billy Vejar, who circulates around considerably in his capacity of traveling instructor.

Many of his fellow-workers, no doubt, are inclined to believe that Billy grew up in the business and, though it is true that he is apparently carving a successful street railway career, his boyhood ambition was to be an actor in big-time vaudeville.

The story of his experiences as an entertainer on nationally known circuits, culminating with a season's run in that most romantic of theatrical settings—the Ohio River showboats, would fill a good sized volume.

Billy came on the scene as his father, Senor Vejar, a graduate of the University of Oregon, had just started on a teaching career in Spokane, Washington. Later, in 1905, the Senor was appointed Spanish Consul and at the time of his death, November 1, 1935, had won the distinction of Dean of the Consular group in Portland, Oregon.

In vocations, the aspirations of father and son must have presented a peculiar contrast. At the age of sixteen, Billy had already



*Billy Vejar shows his daughter how it should be done.*



*Blackface Billy's Showboat*

made an intensive study of the various types of vaudeville performances, had decided to be a blackface comedian and had mastered a dozen soft and hard shoe dances. Added to this, Billy had a fairly good voice, had arranged several ten to twelve minute skits of the patter, song and dance type and was participating in all the amateur night contests he could find.

In the fall of 1912, Billy was offered his first professional contract for sixteen weeks on the Sullivan and Considine Circuit. The musical comedy company to which he was assigned made good use of the time, according to Billy, for they covered the Pacific Coast and a good portion of the middle west in that comparatively short period.

In 1913, he received his second bid from the United Booking Offices and, starting at the Family Theatre in Detroit, toured the eastern states for thirty-two weeks. At the expiration of this contract, Billy journeyed to the west coast again and signed up for forty weeks on the Pantages Circuit.

From the Pantages Circuit, he hopped to the Gus Sun Circuit for a twelve months tour of middle west towns and afterwards joined the Hal Hoyt All-American Beauties show in Toledo, Ohio, to do tabloids for twenty-six weeks through eastern states.

Following this engagement, Billy booked out of Cincinnati for the Ohio River showboats and received a contract for a twenty-six weeks' season on French's New Sensation.



*In the Burnt Cork Days*

Here Billy discovered the real novelty of the theatrical profession and, perhaps, the audiences discovered in Billy a new sensation in blackface comedians.

Billy had married in 1916 while playing the Pantages Circuit. Mrs. Vejar, formerly Miss Hazel King of Los Angeles, stayed with relatives in Marietta, Ohio, while Billy worked out his contract on the showboat. Finally, after three months on the showboat during which they played every sizable town on both sides of the river from Tiltonsville, Ohio, to Utica, Indiana, Billy retired from the profession and with his wife, journeyed to Portsmouth, Ohio, to run a switch engine for the Solvay Coke Company, in line with the Government's wartime request that married men take employment in industries allied with the production of war materials.

In August, 1920, Billy started his street railway career with the Los Angeles Railway and was assigned to Division Four to break-in on the Birneys. Eleven years later, when the Birneys were all moved to Division One, Billy transferred to that Division, stayed two and one-half years and then returned to Division Four.

Recently, the Vejars purchased an attractive little home at 3131 West 69th Street.

## Younger Generation Inaugurates Back-to-Nature Movement



*Richard Leibowitz, seven months son of Motorman (Div. 4) and Mrs. M. Leibowitz.*



*Robert Neumann, 20 months son of Motorman (Div. 5) and Mrs. A. H. Neumann.*



*Quick change artist Gary Ellis Holland, six months. Gary is the grandson of Switchman J. R. Holland, Div. 3.*

# Around the Divisions



## Division One

C. J. BAYLOR

As you know, TWO BELLS is sent to your home each month through the mail. If you do not receive your copy please give the Division Clerk your correct mailing address.

Conductor and Mrs. K. M. Springer spent eight days at Balboa Beach during June. Kenney said the water was swell but the fact that he didn't have to set the alarm clock was much better.

Conductor E. G. Conrad is taking

sixty-two days to visit Miami, Florida.

Conductor R. H. Wendt and Mrs. Wendt (nee Ethel Cropper) are vacationing in Canada.

The friends of Conductor and Mrs. V. L. Stanley offer their deepest sympathy for the loss of their son, Charles Vernon, who died June 24.

Conductor R. W. Brigham is taking twenty-eight days to do some trout hunting in the Walker River country.

Motorman J. W. McCullough spent eight days trying to see all of the beautiful Yosemite Valley.

G. E. O'Bar made a trip back to Iowa to visit relatives, taking thirty-eight days off.

Operator D. M. Spittler has a young son, D. M. Jr., who gave his dad a lesson in target practice. Out of a possible ten, D. M. Sr. only hit the target twice, while Jr. only missed four times. By the way, Junior is only six and a half years old.

We all join in welcoming the men who have been transferred to Divi-

sion One, and hope that by now they know they can't find a finer bunch of fellows to work with. To Division One men who have gone to other Divisions, we wish the very best of success.

A compliment overheard: "That fellow who signs his drawings GG is sure good, but we don't see enough of them." Why not a drawing of yourself, Guy?



Edwin Gardner O'Neill, 17 months, son of Conductor (Division 1) and Mrs. E. R. O'Neill.



**16th Street Coach**  
CHARLES H. HARDY

War veterans in the Coach Division who do not belong to the Los Angeles Railway Veterans' Club are missing a lot of good times. This club is open not only to veterans of the World War but to all veterans, and costs but one dollar per year. See Elworthy for more particulars.

J. I. Hensley proudly reports catching "nine wild trouts" at Crystal Lake over the week-end of the Fourth.

Fishing on Sunday for Al Brehm results in nothing more than bait dunking. However, on rare occasions when Al fishes on a week day he supplies all the neighbors with choice

sea food. Al has been so ashamed of G. E. Graham that he no longer takes him along on these trips. It seems that Graham insists on telling the world about the time he sailed around the Horn in '37.

C. O. Morse, former Coach Superintendent, is spending his vacation in Sequoia.

Lady gets on northbound coach piloted by A. G. Gribling. Lady: "Are you going the other way?" Gribling: "No, I am going this way." Lady: "Oh!" as she gets off the coach.

Jimmy Kresge's new find is Jack Williams, a six-foot-two heavyweight who is expected to fight at the East-side Arena soon. Jimmy, who is secretary of the Amateur Boxing Coaches Association, claims that this new fighter is the "talk of the town."

W. W. Webb paid the office a visit recently. He is recovering from injuries received in an accident several weeks ago and expects to be back soon.

"Tiny" Tagney took his family up to Big Bear for a short vacation. Tagney managed to get broiled in spots.

We welcome these new men who have joined this Division in the past few weeks: D. M. Ott, A. F. Hunt, G. L. Gargis, M. J. Sessions, H. R. Steyer.

## 16th Street Garage

Vacation time is here and many of the men have taken their families to the popular resorts in this fine weather. Tom Marks returned from a vacation spent with his family at Big Bear. Tom did a little prospecting in Holcolm Valley. After washing tons of dirt he found 50 cents worth of gold the first day and 75 cents worth the next day, plus a lot of pleasure.

Mr. and Mrs. E. Serabia spent the week-end of the Fourth around the San Francisco Bay region.

Earl Hanson enjoyed himself so

much in the High Sierras that he can hardly wait until next year.

Nick Hilger enjoyed a trip to Winnipeg, Canada, and Chicago.

Mr. and Mrs. F. Rowbottom spent a couple of weeks up north among the giant redwoods.

K. Schmidt vacationed in Oregon and Washington, taking many movie shots of the scenery.

We understand that since Bill Wilson played that 83 game he will take on any golfer in the Company.

The dispatcher's office was finally enlarged to fit George Riggs' perfect 48.

Roscoe Kirkwood is taking up ocean fishing instead of hunting. He likes it better and besides there is nothing like a good fish story.

Harry Lane and his mother took a vacation trip to San Francisco. After viewing the new bridges they proceeded to Boulder Dam and Phoenix, Arizona, where they stayed several days before returning to L. A.

Joe McDonald and his family made a trip north to Corning beyond San Francisco. While there they visited L. Hume, formerly of the Garage.

D. J. Sullivan's face turned a P.E. red the other day while standing at the gas station. One of the boys from the main office drove in and, mistaking "Sully" for a service man, greeted him with, "Boy, check my gas and oil."



**Division Three**

L. VOLNER

In our last issue we had the pleasure of welcoming the boys of the "O" Line to this Division, but now we extend the same greetings to the men of the "2" Line, and know that if they appreciate a fine bunch of fellows, they have landed in the right port. While the Los Angeles Railway

is composed of a first class group of men and women, still we think we have a bunch that is hard to beat, and trust that the new ones will soon feel right at home amongst us.

During the past month a card was received from Mr. and Mrs. D. A. Jones who are now making a tour of the whole United States. The card was written from his old home in Green Forest, Arkansas, and Mr. Jones says the old home looks pretty good and that he is having a fine trip. For many years Mr. Jones was a conductor out of this Division and wants to be remembered to all the boys.

For sure, in our last issue the fact that Motorman W. A. Stebbins had returned to duty, was inadvertently omitted. Mr. Stebbins had been in the hospital, where he underwent an operation, which was very successful, and he is now the same "Snappy Russian" as of old.

During the first part of July, Conductor H. E. Benson made a flying business trip to Denver, Colorado.

Conductor J. P. Fleming and wife are making a visit to various points in Mexico.

After a visit to points in Missouri and Arkansas, Motorman J. D. Messick has returned to duty. During his stay in Eureka Springs, Arkansas, Mr. Messick saw a large hand-painted picture of an uncle in one of the leading hotels. He tried to buy same but the hotel would not part with it. Superintendent Ferguson and Ye Scribe were well acquainted with the gentleman, and when boys in the above mentioned city, saw him almost every day.

A card was received from Motorman F. L. Leadbetter during the past month, which stated he was having a fine time touring the states of Washington and Oregon. Mr. Leadbetter, accompanied by his wife, is visiting the principal points of interest in these states during his sixty days vacation.

His many friends among the platform men, as well as the patrons of the "5" line, where he worked so many years as a Motorman, are glad to see Mr. J. Brannick back at his post as Flagman at the Union Pacific crossing on San Fernando Road, after some time off on account of illness.

At a recent nominating meeting of the Order, Sons of Italy, Conductor I. Gasparro was unanimously elected to succeed himself as secretary for another term. Mr. Gasparro is very popular in this Order, as well as among the members of Division Three.

Adjoining his other property on Avenue 28, just east of the Car Barn, Motorman Ray Gholson is building two neat little duplexes.

During July Operator W. J. Thomson and family spent an enjoyable week's vacation in the northern part of the State.

Conductor W. H. Quibell and family, accompanied by Mr. Quibell's father, are spending a few weeks in Iowa transacting business.

Conductor Ira Gott and family spent two week in the High Sierras during the past month, resting, and incidentally, doing a little fishing.

A card from Motorman F. O. Hebert, mailed from St. Joseph, Missouri says that the Dodge is working fine and that they will soon be enjoying their vacation in Illinois, their destination.

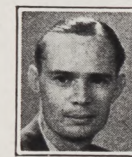
Conductor W. Phelps and wife spent an enjoyable vacation at Catalina Island during the past month.

Motorman A. D. Kinsey and wife enjoyed a week's vacation in Yosemite.

Conductor N. E. Mackay and wife report that they have received their new Dodge in Detroit and are now enjoying a visit with relatives and friends in Canada.



*Line Inspector Kenneth E. Funk and his twin sons.*



## ELECTRICAL



WALTER WHITESIDE

Here we are again with vacations the vogue of the month.

E. O. Thurtell made a personal tour of inspection of the new San Francisco bridges, then continued up the Redwood Highway and visited the Oregon Caves.

James Rose took in the sights touring Southern California.

Bill Lane, who has run the heavy gang for a number of years without any mishaps to himself, took his vacation during the period that black eyes were being passed around, and escaped all types of alibis that Dick Payne was using.

We are sorry to lose the services of L. E. Laycox, but wish him all the success with the Bureau of Power and Light. His place was taken by L. W. Ferguson who transferred from the Mechanical Department of Division 5.

Did you notice that swell picture on the cover of last issue of TWO BELLS? It was the work of Operator Howard Jones, who, after seeing the

picture, got the lure, and visited the High Sierras himself.

Bill Banburk took a delightful trip to Yosemite Valley; he reports a swell time.

"The cat fish will bite you if you don't watch out," says F. C. Tarpley who had the luck of spearing a few in the vicinity of Ventura.

Eugene Brox had to make a hurried trip to Utah due to the passing of his father.

We are also sorry to report the death of W. Rhodes' mother, and Elmer Tharps' father.

E. J. Clardy built himself a trailer and after trying it out in his yard for a few weeks, decided it was okay to visit Yosemite Valley, High Sierras, etc.

Ben Fulton is taking in the wilds of Arrowhead, and Billy Yandell the night life of Frisco.

G. Coxe is just relaxing and forgetting all the worries of the world in the High Sierras.

M. Lander says its the new bridges for him. He will also look over the big trees at the Big Basin.

H. Winkler visited the Yosemite Valley and then took a peak at the new bridges.

Introducing the New Bond Testers: John K. Lynch and William L. Brown.



## Division Four

C. J. KNITTLE

Things have settled down considerably at this Division of late. A few weeks ago the set-up underwent a series of changes. Among other things, three lines were assigned to other Divisions and sixty-four trainmen were transferred with them. But now we have calmed down a bit and are preparing to operate the P.C.C. Streamline cars.

Naturally, there is plenty of activity at Division Four. Motormen learning to be conductors, conductors learning to be motormen and motormen-conductors learning to be operators.

On the Pico Street Line throughout the day, a streamliner glides elegantly from terminus to terminus. The sign says, "Special" and the car carries a group of advanced student-trainmen.

At the car house the number of waiting streamliners increases every few days waiting for the signal to go.

There is little humor in accidents, especially when a drunk falls in alighting but here is a report that almost threw the clerk into convulsions. "The man was in a state of

muddled and maudlin alcoholic intoxication, and inebriated, boozy, drunk, saturated, drenched, besotted, befuddled, stupefied and completely under the influence thereof."

The happiest gentleman in Division Four these days is Clerk Frank Ervin who was informed July 15 that his Herald pool ticket had been drawn for first prize, \$1,000. So Frank will not be moping around the house when vacation time comes this season. He will be heading (with his family) for the old home town, Columbus, Ohio.

It was a pleasure to find Foreman B. B. Boyd back on the job one morning recently after a four weeks absence, two of which he was really under the weather and two (vacation weeks) during which he recuperated and played in the back yard with his dog. Mr. Boyd, from his ready smile and jovial greeting, appears to have recovered his vigorous good health.

Billy Vejar is back to his old hobby, managing the Division Four Baseball Team.

Conductor R. T. Melton, who graduated from Angelus Temple Bible School about a year ago, now preaches every Sunday morning, 11:00 o'clock, at the Community Four-square Church at 3860 Avalon Blvd.

C. C. Windsor, crossing guard at Sycamore and Adams (near Alsace), was in a reminiscent mood one day recently and told of his experiences as a school teacher in Montana where, as principal of a high school, he had the unique pleasure of graduating his own son. Prior to his teaching career, Windsor street-carred in St. Louis in 1904 and tells a good one on himself—of getting beaten at his own game. It was during the World's Fair and Windsor's run was partly local and suburban, terminating in the suburb of Maywood. One Monday morning a fine looking, elderly man boarded near the terminal and tendered a fifty dollar bill. Windsor, unable to change it and not



Guy Gifford, Division 1.

"Well, you advertised for a Conductor!"

knowing what to do in a case like that, allowed the man to ride. For this courtesy, the man gave him a cigar and promised faithfully to repay him at his earliest opportunity and yet, twice later in the same week, the man boarded with the same fifty dollar bill and Windsor got nothing in the way of revenue but a profuse apology and a cigar.

Then Saturday came. Windsor, fed up on the old man's trick, had gone to the bank the previous afternoon and had drawn fifty dollars in one dollar bills, halves and quarters.

On the customary trip, the man boarded with his usual congenial smile, cigar, apology and fifty dollar bill. What baffled Windsor was that the man remained smiling and unperturbed as he dished him the bundle of small bills and silver.

That evening Windsor learned why the man accepted the "chicken feed so cheerfully. The fifty dollar bill turned out to be a phony.

On the vacation list at present: Motorman J. M. McKeivitt, seven days rest; Conductor L. T. Frise, thirty days "back East"; Motorman W. Brotherton, twenty days rest; Conductor H. J. Ford, thirty days rest; Motorman C. C. Boland, fourteen days to Texas; Motorman L. A. Starkey, sixty days to Palm Springs and the desert; Conductor John Wright, fifteen days rest; Conductor J. T. Little, twenty-one days to Texas on business and pleasure; Motorman G. W. Honts, twenty-two days to visit mother "back East"; Motorman H. W. Gilbert, sixty days to take care of large peach crop in Arkansas; Conductor L. F. Beeson, seventeen days rest; Motorman Jack Wayne, eighteen days to Seattle; Motorman J. T. Koser, seven days rest; Motorman R. A. Byers, seven days to San Francisco and Motorman J. H. Walker, seven days to San Francisco.

Motorman W. C. Waedekin returned recently from a thirty days trip to Ennis, Texas; Conductor W. D. Hoting has just arrived back from

a trip to San Diego, Big Bear and Lake Arrowhead; Conductor H. A. Preston is back from a thirty days trip to Minnesota; Motorman M. B. Perkins is also back from a twenty-one days trip to Texas and Conductor L. H. Boyle and Motorman W. E. Dunn have just returned from thirty days trips to eastern states.



F. F. ROBEY

### Division One

After a prolonged illness, Tommy Calderwood and H. S. Murray returned to work.

E. N. Franklin made a trip to Boulder Dam and Death Valley.

R. O. Martin and Mrs. Martin visited San Francisco a few weeks ago, crossing the two big bridges twice.

Ray Hayes and family also spent their vacation in Frisco.

LeRoy Burr and family spent Fourth of July in Sequoia National Park.

Al Williams is still off sick, but we are looking for him soon.

Kenneth McDonald has been transferred from Mechanical nights to Mechanical days at this Division.

C. E. Baker was transferred to Division One nights and O. D. McKimney was transferred to Division Four nights. Both went from car cleaning to mechanical work.

"Bud" Lacy has been transferred to Division One days from Division Three nights.

Al Wolpers was transferred to Division Three and advanced to first-class car repairer.

### Division Two

Earl L. Davis from Division One and Lloyd Hoover from Division Four have been transferred to Department Two and are working on the new P.C.C. cars which are arriving at the rate of two a day.

George Morton and family spent the week-end at Catalina, and George thinks the mermaids are just as pretty as ever.

### Division Three

G. Atkins spent a week's vacation fishing.

L. Boyer spent his week around home.

Division Three is getting settled again, after various changes too numerous to note in this column.

Ed Muse has turned Chevy conscious. He has two of them now.

Pat Knight is the new committeeman for Division Three nights, replacing Dickenson, who is on days now.

Ted Clark still finds a *hot wire* once in awhile.

### Division Four

"Shorty" Johnston and wife sustained painful injuries while on their vacation, when a car hit them broadside on the coast highway. They finished their trip however and Shorty says the new San Francisco bridge is well worth seeing.

J. K. Lynch has been promoted to the electrical engineering department as bond tester.

The yards at Division Four are getting to look real "classy" with the new P.C.C. cars spotted around.

Key Beswick, car cleaner, was transferred to Division Five nights as car repairer, second-class.

### Division Five

W. Elmlad won a life membership in the Lake Elsinore Country Club for having the best "Baby." But it cost him nineteen dollars, besides.

George Praker just returned from the east driving a New Nash Sedan.

Tommy Lambert also came back with a new Plymouth. They seem to differ on opinions, as to the best machine.

Jim Boen's partner was gently tossing a fender hanger onto the supply car the other day, when Jim some-



how "got his head in the way." He is still alive, but of course you can't hurt these people from Arkansas. This accident might have proven fatal, had not Mr. Boen been so active in getting out of the way.

A. R. Minikel was transferred back to Division Three nights as brakeman.



## Division Five

FRED MASON

That was a great fishing party that Motorman L. W. Beck went on on Sunday, July 3. Everybody in the party made swell catches, but with Beck it was different. Every fish he hooked got away. It happened this way. The boat pulled in at San Clemente and the boys were disembarking each and every one of them, including Beck, with a sack full of fish, but just as he was about to step from the boat to the pier a big wave came along and Beck with a sack of fish in one hand and fishing rod in the other, landed in the briny deep. One of the boys hollered down to him "Shall I throw you a line?" And Beck spluttered back, "No, but if one of you will come on down here and take this sack of fish out of my left hand, I'll make it myself." Anyhow, everything turned out alright. They got Beck out but his fish got away.

It was one of our real hot, sunny afternoons when Extra Clerk Dick Hoyle was seen walking along 54th Street just outside the barns wearing a straw hat and his winter overcoat. No, it was not the heat that got him. It was a nail that had ripped his pants and he was heading down to a store to get a new pair of pants.

Motorman E. L. Seale writes in from Burkeville, Texas, saying he is having a great time; has played in three ball games and is knocking off plenty of fried chicken, and adds that he would like to stay a couple of weeks longer.

Conductor "Tex" Hiller is back

from Miami, Florida, where he attended the Knights Templar Convention. "Tex" was on the Drill Team of Commandery No. 9, and had a great time.

Motorman T. D. Martin spent a very nice two weeks vacationing at Newport Beach with his family and is back on the job looking and feeling fine.

Another vacationist back on the job is Motorman Bill Kenny. Bill had a grand and glorious three weeks motoring up to Florence, Oregon.

And Motorman Jack Coward and his wife are back from a two weeks trip to Portland, Oregon, and both report a wonderful time.



## Vernon Yard

H. I. SCHAUBERT

Fred Barnes has taken a ninety-day leave to visit relatives back in Michigan.

Bob Gates made good use of his vacation by paying a visit to his eighty-five-year-old father, who is still working in El Paso, Texas.

Harry Diebert had such a wonderful time during his two weeks of vacation that he required an additional two weeks to recuperate.

Joe Saiza has recovered from a broken toe which he received while working on Eagle Rock Boulevard.

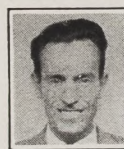
Frank South does not intend to have any motor trouble during his vacation this year. He has purchased a new Oldsmobile.

Jess South and family are taking a high speed vacation this year—two weeks—driving to Kansas City to visit relatives.

Mike Finn finally succumbed to the motoring urge and purchased a new Chevrolet. His first trip consisted of a little tour to Tia Juana, via the new Golden Gate bridge.

Stanley Sparks was so overjoyed with his new job on the survey crew

that he went on an ice cream and pickle debauch and landed in bed for a couple of days.



## Shops

F. ARLEIGH FRAZIER

W. W. Huskey shaved off a week's growth of whiskers so as to be nice and clean when the Ladies Club came through the shops—and was he mad—not a one came within 75 feet of him, and he was working in the middle of the shop. He says that is the last time he is going to clean up just because some ladies are coming.

Erny Sayre and Geo. MacMillan are on their vacations.

Al. Smith and Roy Blaize took a trip up in the mountains and Roy's car burned about as many gallons of oil as it did gas, and outside of a few punctures and the car stopping on every little hill, they had no trouble at all. They made the round trip of 180 mile in ten hours.

Art Edmunds is spending his vacation at Oakland and San Francisco and is going on to Oregon provided the Chevy holds up.

Rube Wilson spent a pleasant vacation at home helping the wife clean up the house and yard.

Ray Ernst sent Joe Spearing a box of apricots and Cecil Canales four apricots. What are the four apricots for, Ray?

Herman Zaller Mayer wants to swap one rabbit to a truck shop man for twelve laying hens. Don't all rush him, boys, as he only has a few rabbits.

Bill Mayo is spending his vacation up North.

Any athlete who wishes to win first or second prizes please note they should not compete when the family of Fred Andrus is around as we understand they now capture all first and second prizes.

# Virgil & Santa Monica Coach



D. S. COBURN

Members of the LAMOCO Pistol Club will welcome the news that the club meetings are being resumed. A meeting was held at Virgil Wednesday, July 21, at which time the subject of range facilities was discussed and a committee appointed to investigate possibilities of obtaining a suitable and convenient location. For the benefit of new employes who wish to join the club, the following men are representing the club in your Divisions and will be glad to furnish any information desired pertaining to the LAMOCO Pistol Club, as well as membership applications:

L. J. Stephenson, Wilshire Division; Lu Powell, Virgil Division (Mechanical Dept.); R. D. Crandall, Virgil Division (Operating Dept.).

### Following Our Vacationists

Operator L. G. Hubbert and wife have recently returned from a trip to Texas. It is suspected that Hubbert made the trip to take a few more riding lessons so he won't be mistreated by a horse as was shown in *TWO BELLS* two months ago.

Supervisor Geo. Dickerman is on a trip that will take him through Idaho, Lake Tahoe, The Big Trees and San Francisco.

Chief Supervisor Geo. Troutwine is spending part of his two weeks trying his luck at deep sea fishing. E. B. Logsdon will do the honors for George while he is away.

Stanley Hart of the General Office is taking it easy around home with a few short trips.

The boys of the Los Angeles Motor Coach have been all smiles the past few days as they have received their refund checks from the Railroad Retirement Fund.

Conductor Martin sustained painful and serious injury to his spine in a very unusual accident in his home. He rolled off the davenport onto the floor and found that he was unable to move. He is up and around now but is strapped in a neck brace made of steel and leather, which he will have to wear for an indefinite length of time.

Operator R. V. Furman is back among us now after a long absence. He was called east to straighten out the accounts of an estate, and while there took sick and was gone about three months longer than he anticipated.

## Mechanical

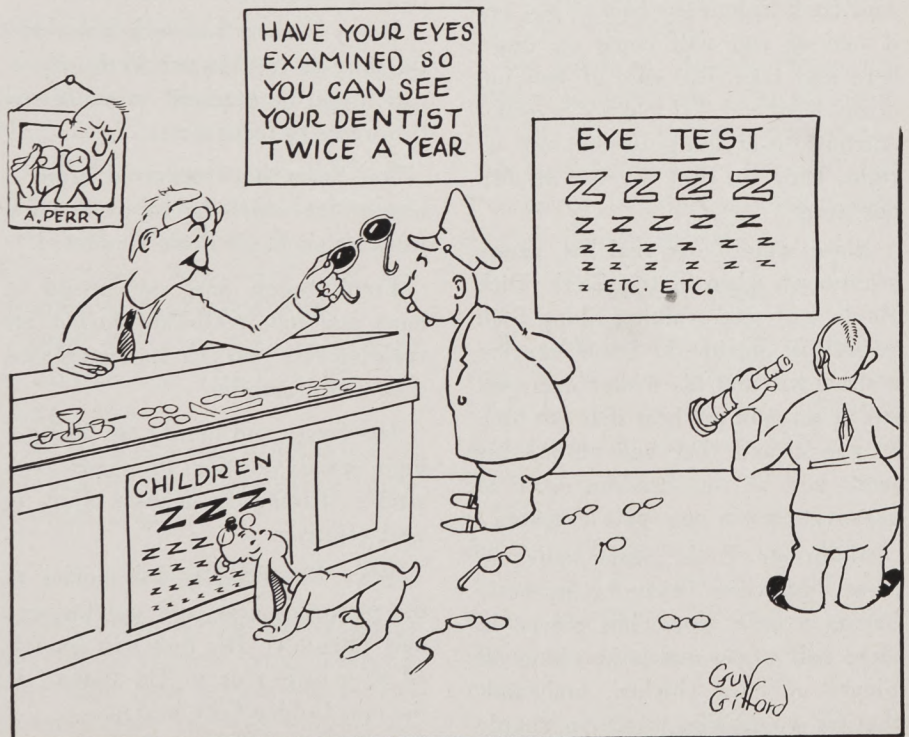
Foreman Hank Thompson has acquired a new name around the shop, that of "Gum Shoe Hawshaw."

Harvey W. Sharpless is driving about town in a new Ford.

Bob Dunning was taken home a few days ago with blood poisoning which was caused by a blister on his foot.



*This young foursome are proving popular as local entertainers: Jack Coffey, Betty Nallotte, Gerald Singer, Patsy Tingstrom. Father Coffey is a Motorman, Div. 5; Father Singer a Virgil Operator; Al Rohrbeck, 16th Street, is Patsy's uncle.*



Guy Gifford, Division 1.

"Can't use 'em—I'm afraid of the dark!"

# L A U G H S

## Accurate

The assessor sent his assistant to appraise the furniture in a home near by. When, after an absence of nearly three hours, the assistant failed to return, his superior went to look for him. He found him asleep on the davenport. By his side lay a partially filled report.

It started out fine: "One davenport, one piano, one dining room suite, one full bottle of whiskey." Here the report stopped. The "full" had been scratched out and above it was written "half." This, in turn, had been blacked out and the word "empty" inserted.

At the bottom, apparently written in a last frenzied effort at duty, there appeared in wobbly handwriting: "One revolving rug."

★ ★ ★

"I can never find a thing about this house," grumbled the husband. "I would certainly like to know where my hat is."

"So would I," replied his wife sweetly. "You weren't wearing it when you came home last night."

★ ★ ★

Young Artist: "You are the first of my models I have ever kissed."

Model: "How many have you had?"

Artist: "An apple, a banana, a bouquet, and you."

Two autoists met in an alley too narrow to permit them to pass each other. One of the autoists rose in his car and shouted at the other:

"I never back up for any darned fool."

The other driver quietly put his car in reverse, backed out and replied: "That's all right, I always do."

★ ★ ★

"Oh, Martha," the little girl called from the springhouse to the dairy-maid, "there's a mouse swimmin' round and round in the biggest pan of milk."

"Goodness," said Martha, "did you take it out?"

"No," said the little girl. "I threw it in the cat."

★ ★ ★

"Why do you say that beautiful photograph of your wife was just a snapshot?"

Well, it must have been. Her mouth was shut."

★ ★ ★

A golf professional, hired by a big department store to give golf lessons, was approached by two women. "Do you wish to learn to play golf, madam?" he asked one.

"Oh, no," she said, "it's my friend who wants to learn. I learned yesterday."

★ ★ ★

A man bought a parrot and tried to teach him to talk. Going over to the bird, he repeated for several minutes the words, "Hello, Hello."

At the end of the lesson the parrot opened one eye and answered drowsily. "Line's busy."

"Mother, have I been a good boy lately?"

"Yes, Bobby, you have been a very good boy."

"And do you trust me, mother?"

"Why, of course, I trust you, son."

"Then why do you go on hiding the jam?"—*Pacific Rural Press.*

★ ★ ★

Green: "You must be keen on the talkies, old boy, to go twice a week."

Howarth: "It's not that exactly. You see if I don't go regularly I can't understand what my children are saying."

★ ★ ★

City Girl: "And I suppose at dusk, when the sun is stealing over the Rockies in purple splendor, you cow-boys are huddler around the camp-fire broiling venison and listening to the weird, eerie howling of the coyotes."

Rattlesnake Gus: "Well, lady, not ezzackly. Usually we go inside and listen to Amos and Andy."

★ ★ ★

"To what do you attribute your great age?" asked the city visitor of Grandpa Eben Hoskins.

"I can't say yit," answered Grandpa cautiously. "They's several o' them testimonial fellers a-dickerin' with me."

Transportation Specialists of the Operating Department back every man on the cars. Their advice and experience have developed many a "Rookie" into a top-notch Trainman.



It's these Company Veterans and others handling similar duties whose supervision and help aid Trainmen to efficient operation. Upper left, Supervisor C. E. Bates; Upper right,