

TWO BELLS



VOL 18 • NO 6

SIERRAS OFFER INEXPENSIVE OUTINGS

PAGE SEVEN

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. ROBAY, WALTER WHITESIDE

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

Staff Photographer
HOWARD L. JONES

Staff Artist
GUY GIFFORD

Address all communications to
editorial offices, 1060 S. Broad-
way, Los Angeles, Calif. Phone:
PR. 7211, Stations 291 and 292.

Volume 18

JUNE, 1937

Number 6

IN OUR NOTE BOOK . . .

NO DUCKS ever took to water more readily than those trainmen who are being broken in on the P. C. C. cars are adapting themselves to the new car's operation. Over 100 trainmen have been receiving instruction and are waiting the word "Go!" to provide our riders with a class of transportation which is not surpassed anywhere.

Delays which could not be foreseen have slowed up the delivery of the cars, but the factory is beginning to hit its stride and our promised delivery of ten cars a week may become an actuality before long.

At the present time ten cars have been delivered and are being given a thorough going-over in the shops. When sufficient trainmen are acquainted with P. C. C. car operation, it is planned to place the cars in service as they arrive.



THOSE of us in the business of serving the public are, at all times, interested in goodwill. Maurice H. Karker, President of the Jewel Tea Company, in an article in "Printer's Ink" phrases the meaning of goodwill particularly well, we believe. He says:

"It is the general understanding and appraisal of the character of a man or an organization. It is a product of slow growth—the evidence of established good faith in the sympathetic relations with workers, stockholders, customers, suppliers, and the general public. The character of our own business is the product of all its people, and not merely the product of its management; and what we call goodwill is the public appraisal and approval put upon that character."

CONTENTS

All-Year Club Inaugurates New Tourist Aid	3
Street Names Revised	3
Producers of Service	4
New Pass Offered	6
It's Vacation Time in the High Sierras	7
News from LARY Sick Folks By R. A. Pierson	9
The First Rule of Safety By J. Collins	10
Working Hours Changed	11
LARY Women's Club Growing	11
Bells, Yells	11
With the Vets	12
LARY Clubs	13
Our Riders' "Vox Pop"	14
Seasonal Travel Changes By H. A. Perryman	16
Trading Post	17
Traffic Survey Completed By Ralph T. Dorsey	18
Convention Attracts Many Western Transit Men	19
No Parking!	19
Baseball	20
Mail From the Scribes	22

They Know All The Answers!



All-Year Club Official Tourist Information Bureau, dispensing free sightseeing and vacation information at 505 West Sixth Street—twentieth century version of Southern California Hospitality.

All-Year Club Inaugurates New Tourist Aid

To better serve the million and a half tourists who visit Southern California each year, Los Angeles has established a free, official Tourist Information Bureau, operated by the All-Year Club at 505 West Sixth Street, three doors west of Olive.

Hours are from 9:00 a. m. to 6:00 p. m. daily, except Sundays and holidays. Nothing is for sale and the service is absolutely free, the Southland's gesture of hospitality and welcome.

Last year tourist expenditures brought Southern California \$188,891,139, which kept thousands of resident workers employed and added materially to the prosperity of the entire community. The new information bureau is expected to prolong

the stays of visitors, enhance this area's reputation for hospitality and friendliness, and increase the tourist volume for future years. If each tourist who visited Southern California last year had been induced to extend his stay even a single day, more than seven million extra tourist dollars would have been transferred to the trade channels of this area.

Trainmen can do a real service to the community and bring a direct benefit to themselves if they will remember 505 West Sixth Street, the address of the new All-Year Club Free Tourist Information Bureau, and make it a point to direct visitors to this centrally located office for authentic and unbiased sightseeing and vacation information.

Street Names Revised

The names of a number of Los Angeles streets have recently been changed through provisions contained in Ordinance No. 78,063. For those who are not already familiar with the changes, a complete list is given as follows:

SOUTH MAIN STREET

39th Street changed to 41st Place

42nd Street changed to 43rd Street

WALL STREET

39th Street changed to 41st Place

42nd Street changed to 43rd Street

43rd Street changed to 43rd Place

AVALON BOULEVARD

35th Place changed to 36th Street

36th Street changed to 37th Street

36th Place changed to 38th Street

37th Street changed to 40th Place

38th Street changed to 41st Street

39th Street changed to 41st Place

40th Street changed to 42nd Street

41st Street changed to 42nd Place

42nd Street changed to 43rd Street

43rd Street changed to 43rd Place

McKINLEY AVENUE

Austin Street changed to 35th Street

37th Street changed to 40th Place

38th Street changed to 41st Street

39th Street changed to 41st Place

40th Street changed to 42nd Street

41st Street changed to 42nd Place

42nd Street changed to 43rd Street

43rd Street changed to 43rd Place

CENTRAL AVENUE

Jefferson Boulevard (east side) changed to Santa Barbara Avenue.

37th Street changed to 40th Place

38th Street changed to 41st Street

39th Street changed to 41st Place

40th Street changed to 42nd Street

41st Street changed to 42nd Place

42nd Street changed to 43rd Street

43rd Street changed to 43rd Place

ASCOT AVENUE

Jefferson Boulevard changed to Santa Barbara Avenue.

38th Street changed to 41st Street

39th Street changed to 41st Place

40th Street changed to 42nd Street

41st Street changed to 42nd Place

42nd Street changed to 43rd Street

43rd Street changed to 43rd Place

Producers of Service

The Sixth in a Series of Company Tours

OWING to the complexity and size of the Operating Department, it will not be possible for us to become acquainted with its functions in one article. In this issue we will confine ourselves to the duties of the key men in the Department whose offices are located in the Main Building, going next month into the detail of the Department's outside activities.

Over twenty-five hundred men comprise the personnel of the Department which is headed by Clinton E. Morgan, Manager of Operations. It is Mr. Morgan's job—and a full time one—to oversee the service rendered to the public by all our streetcars and buses. It likewise devolves upon him to provide completely adequate service in the least expensive manner possible. He is in charge of continuous surveys made for the purpose of recommending changes in routes, adjustment of service, or substitution of one type of vehicle for another.



Manager of Operations Morgan

As our Company is judged in great measure by the satisfaction rendered by our streetcars and buses, as well as the type of treatment accorded the public by trainmen, the vital position this Department holds in the Railway structure can readily be appreciated.

Mr. Morgan's chief aids in the Department consist of a Superintendent of Transportation, a Superintendent of Motor Coach Transportation, a Superintendent of Traffic, a Supervisor of Safety, and a Chief Special Agent. Well-equipped to handle the intricacies of his position is Mr. Morgan, who has had over thirty-six years experience in the transportation field. As his extensive personal history has been recounted in an earlier issue of *TWO BELLS*, we believe that most readers are acquainted with Mr. Morgan's background and we will content ourselves with mentioning here that he has been associated with a number of large properties, chiefly in an executive capacity. Although not long with the Los Angeles Railway, Mr. Morgan's affability and accessibility to any one in his Department have earned him the

liking of those under his direction, as his thorough knowledge of the transportation industry has earned their respect.

Acting as Assistant to Mr. Morgan in the capacity of Chief Clerk, Jerome Rich likewise holds the position of Director of the Accident Prevention Committee.

L. L. Wimberly, Superintendent of Transportation, has supervision of the actual operation of our streetcars over the routes and schedules set up. Reporting to Mr. Wimberly are the Division Superintendents who are, in their turn, charged with the proper maintenance of service from each of their Divisions.

Holding the position of Superintendent of Motor Transportation, F. C. Patton fulfills in the motor coach field duties similar to Mr. Wimberly's in the rail division.

In order to maintain a constant and efficient service, it is necessary that the passenger requirements of each route be continually checked and, where necessary, new schedules prepared. As Superintendent of Traf-



Traffic Superintendent Weeks



Transportation Supt. Wimberly



Chief Special Agent Hilf



Schedules Supervisor Egan



Top right—Chart Specialist George. Right—Meter and Mileage Supervisor Mott. Bottom right—Chief Clerk Rich.

fic, H. G. Weeks has charge of checkers whose information is used as a base for rearranging schedules so that the maximum service may be rendered at the minimum cost. His Assistant, C. F. Egan, Supervisor of Schedules, is in direct charge of those employes who are engaged in the preparation of schedules.

In charge of promoting safe operating practice among employes is Supervisor of Safety John Collins, who, having been employed by the Company since 1901 has had many years acquaintance with this type of work.

Chief Special Agent, R. H. Hilf, supervises all activities directed toward the protection of Railway property from theft or damage.

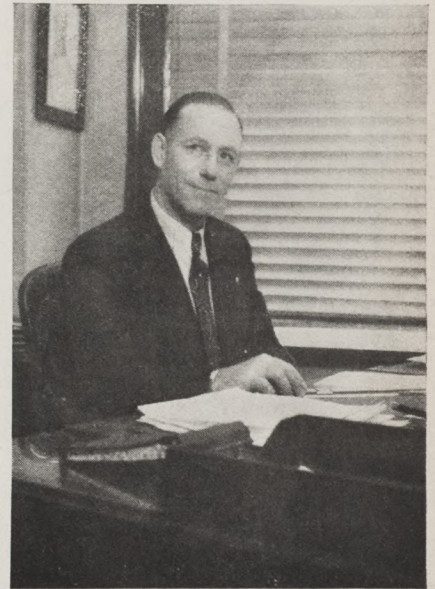
Facilitated by our own telephone system, which covers all the lines except a few of the farthest distant coach routes, our dispatching service operates twenty-four hours a day. Chief Dispatcher C. E. Pelsue and four Assistants are prepared to solve with prompt and decisive action any of the many problems which continually come over the wires. Any service interruption, ranging from a fire to the breakdown on the tracks of a

heavy truck, brings a quick response from the Dispatcher's office with the result that the traffic blockade may be expected to be relieved within a very few minutes.

Head of the Meter and Mileage office, William B. Mott keeps track of the mileage operated over both rail and coach lines and analyzes the consumption of electricity as reported by the meters of the cars to the end of securing the most economical use of power.

Applicants for positions as trainmen must pass the searching eye of Chief Instructor Dan Healy, who instructs new men in the duties of their positions and supervises such further instruction to employes as may be needed. In this work Mr. Healy is assisted by ten instructors.

Our supervisory force, under the direction of Chief Supervisor A. H. Warren and his Assistants A. Beals and S. J. Whitelock, checks the movements of cars, makes arrangements for changes in service necessary to meet the continual blockades occasioned by parades and special events, and in general keeps the cars rolling as close to schedule as



possible regardless of what unexpected occurrence may come up. Also under the jurisdiction of Mr. Warren are sixty-six towermen and flagmen, as well as a number of street loaders whose work facilitates the boarding of passengers at heavily traveled points.

From the long typewritten schedule sheets, the actual routes and running time are brought to life on a graphic chart drawn by Maurice George who reports directly to Mr. Morgan. Over a table five feet long, equipped with rollers at either end, an individual chart many feet in length is drawn for each line by means of which any errors in schedules are brought to light. This chart makes available for ready reference

a complete picture of the scheduled trips for each line.

Next month the various coach and rail divisions will be visited and their functions and personnel discussed.

New Pass Offered

For the first time in local transportation history, the public may now make use of all local lines of the Los Angeles Railway, Pacific Electric Railway and Los Angeles Motor Coach Company for the payment of a single weekly fare.

Starting July 4, the new \$1.50 Joint Weekly Pass offers patrons the right to unlimited rides within the 10 cent fare zone which extends

north to Eagle Rock and Highland Park, east to Watts and Sierra Vista, west to Hollywood and south to Huntington Park, Southgate, Maywood-Bell and Inglewood.

For the information of those who may ask you about the New Pass, complete details, as given in the last Two Bells and in a recent trainmen's bulletin, may be had at our Bureau of Information and Service at the Main Office, PR 7211, or the Pacific Electric Information Bureau, 610 South Main, TU 7272.

"I don't think my wife understands me. Does yours?"

"I don't think so. I never even heard her mention your name."



Reading left to right: Standing—R. Vincent Douglas, R. W. White, Miss Klementine Pero, G. F. Goehler, J. M. Bean, C. H. Lewis, Miss Josephine Peterson, C. H. Freestone, Lucille Ball. Seated: Company veterans are these—E. A. Tower, December 6, 1904; J. B. Hayner, March 4, 1904; C. H. Campbell, October 8, 1906; G. W. Wheelock, April 8, 1912.

It's Vacation Time In The High Sierras

Inexpensive Trips To This Summer Playground Made Possible By City Plan

IT costs less to spend a vacation high amid the cool forest-clad slopes of California's beautiful mountains than it does to stay home amid the cares and routine of the workaday world.

If you remember the pitiful deflation of your pocketbook after last year's vacation, this might sound like a rather broad statement and one which it would be difficult to prove. But, nevertheless, it is a fact which has been made true in Los Angeles, at least, by a municipal plan which offers vacations to all who seek them on a low-cost and non-profit basis.

Years ago when other cities of the country decided that every youngster ought to be given a chance to have a wholesome recreative outing amid the surroundings of forests, fields, and streams, Los Angeles agreed with this theory but went a step farther and conceived the idea of making such outings available for adults as well as children. That is how the city came to establish its first vacation camp, open to all persons and families, more than twenty years ago. It has been busy expanding and enlarging this program ever since.



Rainbow Falls in the High Sierras—One of the many famous scenic wonders surrounding Camp High Sierra.

The municipal vacation camps of the Los Angeles City Playground and Recreation Department, Camp Sealey and Camp High Sierra, are especially designed to meet the needs of those people who are convinced that

they can't afford a vacation in the mountains. Those who long to plunge into the cool forests and mountains and live close to nature will find the answer in these two city-operated outing resorts. For you

don't need to spend much money to enjoy these vacation opportunities that the City has made available as a part of the general program of municipal recreation.

Camp Seeley is located in the San Bernardino Mountains at an elevation of 4500 feet, and at a distance of 75 miles from Los Angeles. It is approximately 10 miles west of Lake Arrowhead and is reached by driving over about the same route to this well known lake, except that a turn is made from the Rim o' the World Highway above San Bernardino at the Crestline-Camp Seeley state road. Amid tall pines and cedars on the cool northern slopes of the mountain range, the camp has been situated in a horseshoe formation surrounding the rustic recreation lodge. Cabins are simple in their design and furnishing but provide all of the necessities needed for a mountain vacation.

Sports of All Kinds

At Camp Seeley you live much in the out-of-doors. There is hiking and swimming, horseback riding, camp games, and sports of all kinds. You can join in the organized events, such as nature study hikes, trail trips to points of interest, dancing, and amateur musicales and theatricals. Or if you prefer to arrange your program to suit yourself, you can plan your outings as you please, taking part in vigorous activities, or just relaxing in the sun or beneath the fragrant shade of the forest giants.

Housekeeping Cottages

Camp Seeley provides outings of different types, depending upon your own wishes in the matter. You can have an outing on the American plan, which will cost you only \$2.20 a day for everything including your meals. Children, of course, are accommodated for less, according to their ages. Or you can rent a housekeeping cottage at a cost of \$1.75 for two or \$2.50 for four persons per day.

Camp Seeley is already well known to many Los Angeles Railway employes. Division 3 has conducted for the past three seasons a group outing of a large number of its personnel to this camp and has found the visit so enjoyable that the trips have become a tradition.

If you have been reading the high-powered advertising about the beautiful High Sierras but have been restrained by financial limitations from packing your family into the old car and setting out, the Los Angeles Recreational Department has a solution for your problem. That solution may be found in a visit to Camp High Sierra, which is located in the very heart of the famous Mammoth Lakes country of Mono County. This is one of the highest camps—8400 feet, in fact,—but its height is in altitude only, not in cost. For here, too, the non-profit vacation plan of the city is in effect, and the High Sierras are thereby brought within the reach of everyone's pocketbook.

Pack Train Service

The camp is 338 miles away from Los Angeles, in the very heart of a magnificent country of snowy peaks, azure mountain lakes, purling streams and brooks, and mighty evergreen forests. It is a natural gateway into that great wilderness of the Sierra back country, which exerts an ever-powerful lure upon the fisherman and sportsman. If you like to "pack-in" to the remote places of this great Alpine country, Camp High Sierra provides you with an excellent headquarters for your excursion. Pack train outfits from the camp leave regularly for the proven fishing regions, taking with them their groups of eager-eyed anglers, hot on the trail of those fighting trout which lurk in the remote corners of wilderness lakes, and streams. If you happen to have a family which refuses to be left at home, you can take the whole bunch along and "park" them at Camp High Sierra while you go off into the woods with your fishing pole over your shoulder.

On the other hand, if you are a lover of scenery, the hikes and horseback trips at High Sierra offer enough variety to keep a person busy for days on end. And if your inclination is toward other outdoor activities, the camp itself offers many opportunities for games and sports, and there are numerous interesting places to visit.

Nearby are the Devil's Post Pile National Monument, breathtaking Rainbow Falls, the gigantic California earthquake fault, the valley of boiling geysers, and ghost towns galore remaining from the early Gold Rush days.

Folders Available

The accommodations and meals at Camp High Sierra, as in the case of Camp Seeley, are simple but adequate, the emphasis being on the necessities rather than the luxuries of camp life, so that the outing cost may be kept down as low as possible. American plan outings at this camp can be obtained for \$2.75 per day for adults, with children less, according to their ages. There are no housekeeping cottages or auto camps.

So, if you mean it when you say, "I'd like to take a vacation this summer but can't afford it," why not check up on these outing centers of the Los Angeles Playground and Recreation Department? The municipal camp office which issues information and accepts registrations is located at Room 305, Los Angeles City Hall, and here you can obtain descriptive folders giving details of the municipal camp vacation plan. The summer season at the two camps will be from June 28 to September 9. Here is your opportunity to take advantage of this recreational service of the city and enjoy a refreshing, invigorating excursion into the mountains at no more than your costs would probably be if you stayed right at home.

News From L A R Y Sick Folks

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

DURING the month of May, there were 34 employees confined to the California Hospital, which represents 266 hospital days. The cost of the Hospital service was \$2,032.

W. H. Engel, Conductor, Division Five, who has been sick since May 28, feels that he is not making as much progress as he would like.

T. M. Schrader, Motorman, Division Five, met with a very painful injury recently when run down by an automobile while crossing the street. He is confined to the California Hospital.

Pablo Alire, Laborer, Way and Structures Department, is still confined to the Hospital due to an injury. He remains cheerful and pleasant at all times.

Auto Mishap

L. Nordquist, Car Cleaner, Division Four, Mechanical Department, who suffered a fractured leg on May 16, is getting along fine, but of course, will be off duty for some time.

W. P. Hazen, Stationary Engineer, Mechanical Department, met with a serious accident on the highway about ten miles from Fresno. Mrs. Hazen and their daughter were also injured, the daughter suffering a fractured ankle. W. P. is in the Hospital with a broken leg and injured knee cap. It will be several months before he will be able to resume duty.

E. S. Wright, Conductor, Division One, who has been off duty for some time, hopes to return to work in the near future.

S. A. Ackerman, Car Cleaner Foreman, Division Three, Mechanical Department, has been sick for about two months. His condition remains about the same.

M. Mason, Motorman, Maintenance of Way, Ways and Structures Department, called at the office a few days ago, after spending some time in the Hospital on account of an operation. He is looking fine and will be back on the job after the usual lapse of time.

H. A. Heuer, Electrical Repairer, Mechanical Department, who has been on the sick list since March 17, is gaining weight and beginning to improve.

W. W. Webb, Janitor, Garage, was painfully injured May 16 in an automobile accident. He is confined to the California Hospital, but is getting along nicely.

J. B. Buchanan, General Storekeeper, Stores Department, who has been sick for about two months, remains about the same.

Ill Since May—Improving

S. B. Prancevic, Motorman, Division One, who has been seriously ill since May 5, is now in the Hospital. He is improving slowly and greets you with his usual cheery smile.

A. C. Joiner, Painter Apprentice, Mechanical Department, underwent an operation recently. He is getting along fine and will soon be back to work.

W. W. Westek, Motorman, Division Three was operated on recently. He is now out of the Hospital and getting along fine.

Recovering from Operation

T. C. Calderwood, Car Repairer, Division One, Mechanical Department, was operated on recently. He is improving nicely.

W. E. DeMuth, Clerk, Division Five, has been off recently on account of an eye condition. His improvement is rather slow.

E. Peteway, Janitor, Garage, has been very ill. He is at the California Hospital, and seems to be improving now.

C. A. Kern, Motorman, Division One, is improving slowly. He is now able to get out and around a little.

Heel Healing

W. G. Clardy, Sub-Station Operator, Power Department, who suffered a fractured heel in May, is getting along nicely, but it will be several months before he is able to resume duty.

P. W. Randle, Conductor, Division One, who has been sick since April 22, is beginning to show improvement.

163 Employes Ill in May

Regret to report the death of one employe during the month of May, and the death of the wives of two employes. The employe who died was covered under our Group Life Insurance Policy, and the employes whose wives died were members of the Wives' Death Benefit Fund Plan.

During the month of May, there were 163 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Obituary

Mack Booth Phelps, on the Pension Roll, died June 4, 1937. He was

born in Springfield, Missouri, November 21, 1870, and entered the service as Conductor, Division 5, September 23, 1914. He was placed on the Pension Roll April 11, 1936.

Mr. Phelps is survived by his widow and a son and daughter.

James Peter Jensen, Carpenter, Mechanical Department, died May 21, 1937. He was born in Randers, Denmark, October 1, 1868, and was employed as Carpenter January 31, 1918, to April 27, 1922, when he resigned for other work. He was re-employed as Carpenter November 10, 1922.

Mr. Jensen is survived by his widow and two sons. He was a member of the K. of P. No. 319, Los Angeles, California.

The wife of John Mason Hunsaker, Conductor, Division 1, died June 1, 1937.

The wife of William McDonald, Electric Repairer, Division 1, died June 8, 1937. Mr. McDonald was not a member of the Wives Death Benefit Fund.

The wife of James Clark Wood, Motorman, Division 3, died May 31, 1937.

Appreciation

Letters of appreciation for the sympathy extended them in their recent sorrow have been received from Charles F. Paine, Mrs. Emma Jensen, John M. Hunsaker, Mrs. Cora Reichert and family, Mrs. S. H. Deane and son, Laurence R. Lynch, Mrs. Elmore Hines and family, and James C. Wood.

Pension Roll

Frank Westcott, Supervisor Transportation Department, was placed on the Pension Roll, effective June 7, 1937.

Mr. Westcott entered the service as Motorman Division 4, December 8, 1911, appointed Inspector December

20, 1913, appointed Assistant Chief Inspector February 1, 1919, appointed Supervisor May 1, 1920. His present address is 2950 South Harvard Boulevard, Los Angeles.

C. O. Morse Retires

Charles Oliver Morse, Superintendent Motor Coach Division, was placed on the Pension Roll effective April 26, 1937.

Mr. Morse entered the service January 29, 1907, as Conductor, Division 1; transferred to Operator, Motor Coach Division, June 8, 1923; appointed Supervisor May 1, 1924; appointed Foreman September 1, 1925, and Superintendent April 1, 1930. His present address is 211 West 58th Street, Los Angeles.

The First Rule of Safety

By J. COLLINS,

Supervisor of Safety

The "All Year Club" has launched a campaign of courtesy and hospitality to strangers within our city. With us, as has been the practice year after year, the first rule of safety is courtesy. A courteous man is usually a safe man.

We come in daily contact with over 800,000 people—therefore, the opportunity for practice, under various conditions, should teach us how to handle any kind of a situation as it should be handled. There is no excuse for discourtesy. Each of our passengers should be treated as a friend, or a guest, and we should do our best at all times to see that they are properly directed and safely cared for.

In the practice of courtesy, as in the prevention of accidents, the only problem that we have lies within ourselves. It is the way we react toward people and conditions that determines the reaction we receive in return. When a person asks you a

direction, they do so because they do not know, and assume that you can give them the desired information, a courtesy to you from the patron, and you should, by all means, advise them to the best of your ability, thereby expressing a desire to help them in their difficulty. "NO" is never a satisfactory reply to such a question. It merely indicates to those within hearing distance that you are not conversant with matters of that kind. An intelligent and courteous answer will always ease the mind of a person who may be confused.

If those men who are having certain kinds of accidents would improve their courtesy record they would also improve their accident record. You will find in accidents, as with discourtesy—like is reflected in like.

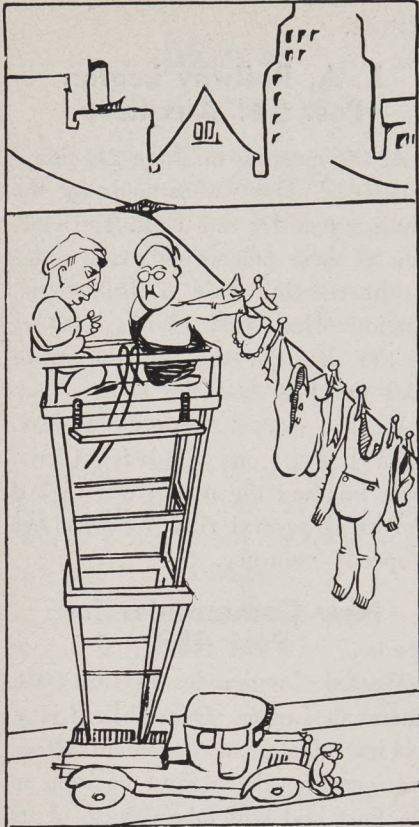
The man driving an automobile who has intelligence enough to exercise courtesy, is neither hit by a streetcar, nor does he strike one. A motorman operating his streetcar without thinking, and a man driving his automobile without thinking, are going to get into trouble continually until one or both starts to realize the importance of exercising courtesy. If you try to beat the fellow who is intending to make a left-hand turn in front of your streetcar, and he knows that you appreciate what his intentions are, you are going to collide and nothing on earth can prevent it except intelligent action on your part of granting him the courtesy of the wide open space—your ways and his ways then separate, you do not meet him any more, although the man may continue on as a fool—and with you, a continuation of this intelligent action will entirely eliminate his kind from your path.

UNIQUE

Airman (after landing in a tree): "I was trying to make a new record."

Farmer: "You did. You're the first man to climb down that tree before climbing up it."—Whitley Weekly Record.

Versatile Lineman



"My Wife's Gone to the Country!"

Working Hours Changed

Resulting from recent negotiations between management and employes, those employes in the main office who had been working a 40-hour, 5½ day week previous to June 21, 1937, are now working a 5 day week. Hours will be from 8:30 a.m. to 4:30 p.m., with one-half hour for lunch.

This means that the general offices are now closed to the public Saturdays and Sundays except for the Bureau of Information and Service which will remain open on Saturdays from 8:00 a.m. to 5:30 p.m. Telephone information service will continue to be available to the public 24-hours a day, every day in the week.

Dr. Gerald Smith will continue to give medical attention to employes from 9 to 12 on Saturdays.

LARY Women's Club Growing

In March of this year a small group of women, wives of employes of the Los Angeles Railway, met to form the Los Angeles Railway Women's Club: The membership of the club to be composed of wives of the employes; the object, to bring into closer and friendlier relationship the women members of the Railway for social enjoyment and educational advantage.

There were no meetings held in April because of the municipal bus campaign, but regular meetings were resumed in May.

Lacking large quarters the Club has had, of necessity, to grow very slowly. The last two meetings were held in the new lecture room, No. 309 of the main office building.

At the June 17th meeting of the Club, J. Stuart Neary, Executive Assistant, gave a short talk. He visioned a more satisfactory understanding between the public utility of today and the public, and between employer and employe resulting in higher ideals of service and closer cooperation.

At the same meeting, Mrs. Alberta Gude Lynch, Treasurer of the Gude Shoe Company, gave the history of the shoe from the time the first crude sandal was fashioned. Her subject was "The Romance of Shoes" and she illustrated her talk with samples of shoes in the various stages of manufacture and also with historical pictures.

On July 1 a Ramblers meeting was held. A special bus took the club members to the South Park Shops where a tour had been arranged by the Program Chairmen, and then back to South Park for a light lunch.

It is hoped that within a short time arrangements can be made for larger headquarters so that the Club will be able to include all who are eligible to join.



Congratulations to:

Coach Operator J. C. Mulder (16th Street), married May 29 to Miss Frieda Kramer.

Coach Operator E. N. Jackson (16th Street), married May 28 to Miss Margaret McCausland.

Motorman G. L. Stoddard (Division 1), married June 6 to Mrs. Besie Muyler.

Motorman W. R. Kitson (Division 1), married June 8 to Miss Charlotte Haile.

Motorman W. R. Kitson (Division 1), married June 8 to Miss Charlotte Haile.



Happy Landings to:

Patricia Gail, born to Conductor (Division 4) and Mrs. O. C. Clemmons on May 29.

Norma Jean, born to Conductor (Division 1) and Mrs. H. C. Hughes on February 22.

Donald Gary, born to Safety Operator (Division 1) and Mrs. L. B. Duncan on May 19.

Charles Vernon, born to Conductor (Division 1) and Mrs. V. L. Stanley on June 10.

William Junior, born to Motorman (Division 1) and Mrs. W. Huenergardt on June 11.

With The Vets

Veterans Club

The stage is all set for the Annual Picnic of the Veterans' Club to be held at Sycamore Grove on Sunday, July 11.

The entire Los Angeles Railway family is invited to this picnic, so pack up a big lunch, come on out and spend the day. As usual there will be plenty of ice cream for the kiddies, and the committee on athletics has promised some interesting events, with prizes for the winners.

Our Past-Commander, George W. Couter, who is at the Sawtelle Hospital, wishes to be remembered to all his fellow comrades and friends. George says he is feeling pretty well and is anxious to come home. Nothing would please the comrades better than to see him back in the Past-Commander's chair in the near future.

Veterans Club Auxiliary

Theresa Madigan, *Secretary*

The regular yearly trip to the Fun House, sponsored by the Veterans' Club Auxiliary, took place on Friday, May 28, and was a huge success. This event has become so popular that the Auxiliary has been requested to arrange another Fun House Party. The date will be announced later.

A large crowd showed up on the 28th and had a good time being kids again. Comrade C. J. Clark and his wife took a shortcut home from Venice and were last seen passing through Santa Barbara. We hope they will be back in time for the next party.

The Veterans' Picnic at Sycamore Grove, July 11, is open to everyone—so fix up a lunch and let's go. Don't forget to bring the children.

Exchange

Barber: "How do you like this new soap, sir?"

Man in Chair: "It tastes fine. You must have lunch with me some day."

American Legion Post 541

By R. H. MANNING, *Adjutant*

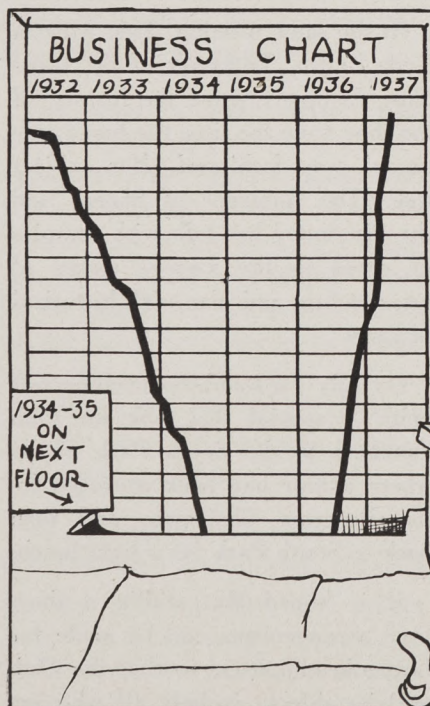
Well, Comrades, here we are again. Two big parades since the last writing, so if you were unable to be there I will tell you a little about them.

Sunday morning, May 30, several members attended the Memorial Services at St. Alban's Cathedral in Hollywood. Monday morning at 9:00 a. m. there was a large turnout for the parade at Sawtelle, then in the afternoon there was a still bigger turnout for the parade into the Coliseum, and we did not bring up the rear—we followed the colors in at the head of the 17th District.

The Legion Fireworks will be held in the Coliseum on July 4 and 5 this year, so take the kiddies down one night and see a real celebration. All proceeds are to be used for hospital and welfare work.

On Tuesday, July 6, the officers to serve for the next year will be elected so make it a point to turn out and vote for the ones you want to serve you.

Owing to the fact that this was a



"It's for working on the streamlined cars, Mr. Neary."

short year, Commander Leasman has been nominated for the same office. The Post has also put him up to run for Sergeant-at-Arms of the 17th District.

L. A. Railway Legion Post 541 Auxiliary

At the meeting on June 21, nominations of officers were made for the coming year for our Unit. The election of these officers will take place at the meeting July 6, 8:30 p.m., Patriotic Hall. July 19 has been set as the date for the installation of both the Post and the Unit.

We are sorry to report that Mrs. Edna Brown, our Publicity Chairman, has had the misfortune to fall and break several ribs. We wish her a speedy recovery.

New Commander for Post 483

Elected Commander of Post 483, American Legion, Gerald F. Smith, resident doctor at the main office, now occupies the highest position in the Post and will take charge of its activities for the next year.

Composed only of Receiving Hospital employes, the Post is attempting to promote traffic safety and safety education in every way possible. Active in the organization since its inception in 1934, Dr. Smith has previously filled the positions of Adjutant, First Vice Commander and Second Vice Commander.

LARY CLUBS

Bullseyes and Misses

By L. F. SPARKS, Sec'y.

As reported in last month's Two BELLS, we had a Postal Match with the Hammond Ind. Rifle and Pistol Club. This match was won by the Silver Bullet Team with a score of 1330 to 1320. This is the closest match we have had and allows only two points per man difference between winners and losers.

Another prize shoot will be held at the range on July 11, and there will be prizes for all classes of shooters from tyro to expert.

On July 25, the sixth and final match will be held at the Centinela Park Range for the Los Angeles Railway Trophy. This event will tell the tale as to the winners of the Trophy.

The regular meeting of the Centinela Springs Revolver Association will be held on the third Monday in July. In addition to the door prize there will be held the second lecture on revolver shooting. This lecture will be very valuable to anyone who owns or shoots a hand gun.

Retired Employes

By D. L. GRAGG, Sec'y.



The regular monthly meeting of the Retired Employes Association was held at Division 4 on Tuesday, June 15. The speaker of the day was Captail R. H. Hilf, Chief Special Agent of the Los Angeles Railway. Captain Hilf began work for the Los Angeles Railway in 1903, as a Conductor out of Division 1.

He gave a most interesting talk about his experience in the Police



Installation of officers, June 12, found Lillian Johnston, daughter of Dan Johnston, (Meter and Mileage Department) occupying the post of Honored Queen of Bethel No. 36, Order of Job's Daughters. Miss Johnston is in the center, front row.

Front Row (left to right): Beth Emmert, Guide; Barbara Morgan, Sr. Princess; Lillian M. Johnston, Honored Queen; Virginia Kennedy, Jr. Princess; Marguerite MacLeod, Marshal. Second Row: Jean MacDougall, Jr. Custodian; Sybil Noack, Sr. Custodian; Marjorie Munsey, Treasurer. Third Row: Peggy Jennings, Musician; Anita Van Den Burg, Inner Guard; Edna Shelford, Outer Guard; Jane Sailor, Librarian; Mary Montague, Second Messenger. Fourth Row: Dora Sprague, Chaplain; Virginia Patterson, Fifth Messenger; Jane Windisch, Recorder; Elizabeth Roberts, Retiring Queen; Beulah Murphy, First Messenger; Lorraine Tucker, Third Messenger; Dorothy Stribling, Fourth Messenger.

Department and in closing made an earnest appeal for the loyal support of the Company, by all members of the Retired Employes Association.

The next meeting of the Association will be held on September 21.

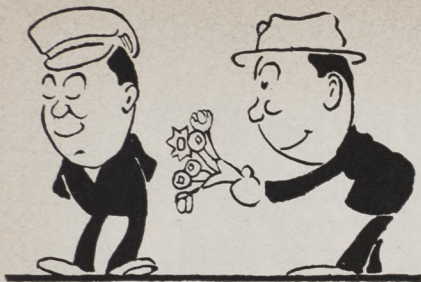
Square and Compass Club

Another Club vaudeville show has passed. A crowd of about 700 jammed Patriotic Hall on the night of June 11 to view a great vaudeville show, and also to wait with anticipation the drawing of the lucky winners. The first prize was received by Mrs. F. W. Mellentin. The balance

of the prizes were fairly equally distributed between the different departments, the majority going to the Club members. The Committee in charge of arrangements is to be heartily congratulated.

On the night of June 19, the Club meeting was held at Van's Cafe at Ninth and Hill Streets. A delicious dinner was served and anyone who failed to attend missed a good time. Tentative plans for the Club picnic were laid. Watch for announcement later by bulletin.

The Club will not meet during the months of July and August, so will see you at our next regular meeting, September 18.



OUR RIDERS'

Courteous to All . . .

"I wish to commend heartily the best bus driver on the Wilshire Boulevard Line to Santa Monica. I take the Express to Santa Monica, daily, about 3:30 p. m. I have been passed up repeatedly—I have waited only to have two buses pass me when there were loads of empty seats. I always wait at 'bus stops.'

"Bus driver cap No. 535, (**J. M. Varnell**) bus No. 3710, is the only driver who always picks me up, is courteous to every one, and a fine driver."

M. W. BLANCHARD,
1222 Princeton St., Santa Monica.

"Pleasant, Businesslike . . ."

"Am taking this opportunity to tell you how much I appreciate the 'pass system.' I can't begin to tell you how convenient and helpful it is to me since I moved from the Westlake district eight months ago.

"It affords me the opportunity of seeing my mother every day and sometimes twice a day, as she lives at Eighth and Westlake Avenue, also I go over to Seventh and Alvarado to do my marketing.

"Also would like to mention the courteous treatment I receive from the drivers. Especially commendable is a young man whose cap number is 99 (**L. M. Besenty, Jr.**). I do not know his name but I seem to catch his bus more often than the others, and it is always a joy to ride with him. I have never failed to find him pleasant, quiet and businesslike, and with such a friendly smile, which helps so much these trying times."

MRS. GEO. UNDERWOOD,
315 N. Alvarado St., Los Angeles.

Word of Thanks . . .

"Just a line to register a boost for driver No. 651 (**D. S. Coburn, Western**). The courtesy that he showed me is deserving of a letter of thanks to him and your Company."

MRS. AUDREY DEAN,
7021 Hollywood Blvd., Los Angeles.

A-1, Ace-Hi, Tops! . . .

"Your bus driver No. 68 (**J. I. Peters**) on the Maywood-Bell bus, deserves a gold medal, a raise and bells on his toes! No. 68 is the best bus driver you ever had. No. 68 is polite, kind, considerate and human. No. 68 obeys all traffic laws and regulations, but is not afraid to be accommodating. The rest of your bus drivers and streetcar operators should take lessons from No. 68. I don't know his name, but that is the number on his cap. Some of your bus drivers are so haughty and superior acting, so bored with life and with the passengers who ride with them, that they make walking a pleasure, but No. 68 is the kind of driver who makes it a great pleasure indeed to ride on the bus. He is not a smarty, like lots of the drivers are. He is a regular guy. No. 68 gets my vote as being the A-1, Ace-Hi Tops driver, best in the business!"

A CUSTOMER.

"Real Credit . . ."

"I was a passenger on your street car No. 1250 on route '7' traveling south on Broadway about 5:30 this afternoon when a lady passenger had a fainting spell.

"Your operator No. 2142 (**M. J. Wallace, Div. 5**) deserves to be highly commended for the exemplary manner in which he handled the case and I gladly bring this to your attention as this man proved to be a real credit to your organization."

J. E. MARCOTTE,
3636 Beverly Blvd., Los Angeles.

Step Up and Take a Bow . . .

"I wish I knew the name or the number of the very courteous young conductor on one of your 'U' cars that I might be able to identify him with your personnel manager. He was so kind and considerate of my father when he became ill on the car after leaving Exposition Park yesterday (Sunday evening, May 16) around 6:00 o'clock.

"Such courtesy, which is indeed rare, should be rewarded somehow and I extend to him our sincere thanks and best wishes."

LONEITA LUNDQUIST,
1435 Allesandro Street, Los Angeles.

Pleasant and Courteous . . .

"I wish to remark on the conduct of one of your employes.

"I have been on the same street car with him a number of Saturday mornings and observed how courteous he is to everyone—helping them on and off the car, telling them to be careful in traffic, etc.

"He is so pleasant to everyone that I felt it my duty to report such courtesy.

"He is in a 'W' car and his number is 2852 (**R. G. Monahan, Div. 3**)."

MRS. JACK PANIAN,
4933 Echo Street, Los Angeles.

Alertness Paid . . .

"I am writing you concerning a most extraordinary escape that occurred to the passengers in one of your Highland Park buses last Saturday evening. A car, in the middle of the block and without any warning whatsoever, suddenly turned left and dashed across the street in front of the bus, then over to the lines of traffic going in the other direction. Had it not been for the alertness, calmness and skill of the bus driver, a frightful accident certainly would have occurred.

"After much hesitancy, the driver gave me his number—No. 49 (**E. R. Roberts**). I feel that your company is to be congratulated upon having such a capable driver in your employ. I trust that you will make known to him the appreciation of some of his passengers at any rate."

FRANCES L. NETH, *Director*,
The Girls' Corner Club,
418 Auditorium Bldg., Los Angeles.

Noted By Constant Rider . . .

"The undersigned is a constant rider of street cars when in Los Angeles. At the present I am riding the 'A' car on Adams Boulevard, and connecting lines. I wish to say Conductor **C. H. Hughes, (Div. 4)** No. 1162, is to be commended for the careful and clear way he announces the streets on the lines from downtown Hill Street to Western Avenue, (as far as I travel). I wish I could say the same of all conductors."

MRS. ESTHER GERBER,
1909 W. Adams Blvd., Los Angeles.

"VOX POP"

Good Judgment Shown . . .

"I wish to commend one of your motormen for his good judgment and road courtesy; two different times he has slowed his speed to allow me to pass in front of the street car before reaching line of parked cars. Of course he was just starting up, but I have driven for 15 years and know road courtesy when I see it. This occurred at Figueroa on 54th St. Line No. 8, car No. 1281; time 6:35 p.m., Wednesday, May 5th." (R. L. Wilson, Div. 5).

MARVIN R. HAYES, *Salesman*,
Kraft-Phenix Cheese Corp.,
1001 E. 60th Street,
Los Angeles.

Thoughtful, Cheerful . . .

"Riding on a No. '2' car yesterday, May 26, I noted how thoughtful, courteous and pleasant was the motorman-conductor. His cap number was 1160 (W. W. Harbeck, Div. 4). He helped overladen women with bundles, waited half a second or two for somebody running for a car, and answered questions cheerfully, though he certainly had his hands full. I do not know him, so there's nothing personal about this—just a desire to call to your attention a very good and intelligent employe of yours. Wish all conductors were like him!"

GRACE KINGSLEY,
428 Solano Ave., Los Angeles.

"Hat Blew Off . . ."

"I wish to make comment on the very courteous treatment of one of your conductors on the Pico Street line. I noted his number, 1224 (J. D. Lyons, Div. 4).

"My hat blew off and onto the street. He stopped the car and got off and picked up my hat. On previous occasions I have always noted passengers got off and got their own hats and it was their 'hard luck' as the streetcar usually went on without them.

"I appreciated this courtesy so much I wanted to express it."

GEORGIA WILLIAMS MEHRA,
1247 S. Windsor Blvd.,
Los Angeles.

Intelligent Treatment . . .

"I have had the opportunity to ride many buses throughout the country in the past years, and I feel that you are not informed of the many compliments that are and should be given to some of your capable drivers. Only a few days ago I chanced to be riding one of the Western Avenue coaches, and I took particular note of a driver, No. 799, (E. S. Johnson) and of the courteous and intelligent manner in which he treated the passengers.

You should strive to have more examples such as this man.

MRS. N. STILL,
1130 Lodi Pl., Los Angeles.

"Kindest Motorman . . ."

"I was on the streetcar this afternoon, No. '5,' and I saw the kindest motorman I have ever seen on any public conveyance.

"A poor little old lady, very feeble, didn't know where she was going or had forgotten, and she kept asking the motorman the streets. He never lost patience, and was so kind and tried to help her.

"It does one good to see you employ gentlemen of this type.

"After all, a lot more of us may get too old to know where we are headed for.

"The motorman's number was 1405 (O. J. Thomson, Div. 3) and this occurred on Car '5' on way out from town.

MRS. H. KRAMER,
4317 Garthwaite Ave., Los Angeles.

"Praise is Due . . ."

"I wish to commend one of your men for his efficient, kind and courteous treatment of his passengers. He rides the bus from Western Avenue and Melrose to La Cienega. I do not know his name but the number on his cap is No. 109. (H. W. Strode.)

"I think we should give praise where praise is due."

M. J. PETERSON,
721 N. Alfred St., Los Angeles.

Considerate . . .

"It is a pleasure to tell you of the kindly consideration and help to his passengers of 'L' conductor 2822 (K. S. Stephens, Div. 3).

"When one sees or meets with courtesy



and help from a conductor instead of indifference or curt response one cannot help but remark upon it."

MRS. M. L. FLETCHER,
2134 Temple Street, Los Angeles.

Other Trainmen and Bus Operators Receiving Commendation This Month:

CONDUCTORS

M. R. Johnson, Div. 1
D. L. Lowen, Div. 4
L. C. Bartholomew, Div. 5
G. H. Drinkwater, Div. 5
N. E. Mackay, Div. 3
C. W. Trice, Div. 3
E. W. Park, Div. 1
F. S. Leon, Div. 3
I. Gasparro, Div. 3
W. G. Schmidt, Div. 3
J. L. Gray, Div. 5
C. D. Parr, Div. 5
C. F. Detrich, Div. 3
C. L. Walinder, Div. 5
E. L. Tree, Div.

MOTORMEN

S. C. Kurek, Div. 1
A. A. Sheridan, Div. 5
M. C. Sonner, Div. 3

OPERATORS

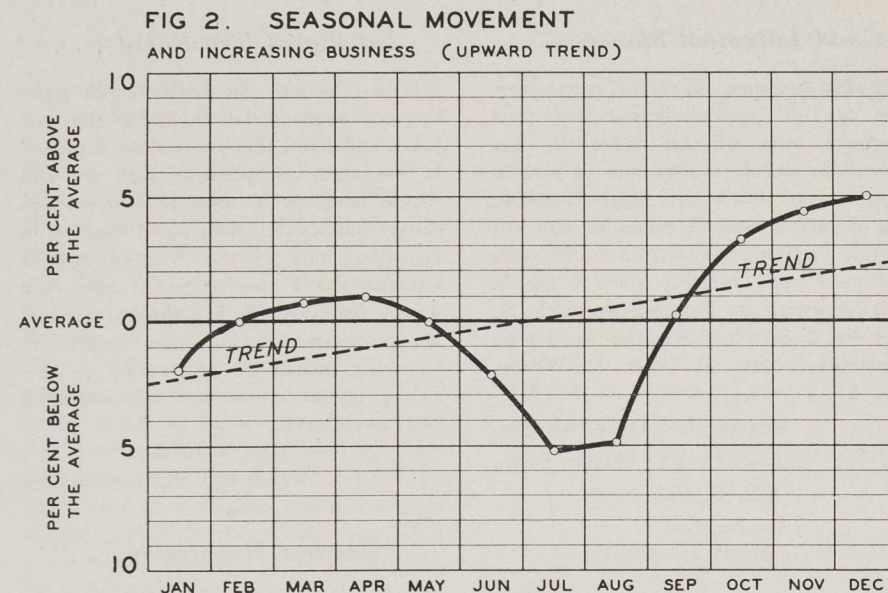
H. A. Koll, Highland-Park
W. C. Stange, Wilshire
H. Evans, Washington-Adams-Jefferson
G. C. Gilliland, Crenshaw-Vine-La Brea
H. W. Strode, Melrose
S. C. Richmond, Crenshaw-Vine-La Brea
C. Aultman, Wilshire
Wm. R. St. John, Wilshire
T. L. Dundas, Wilshire
R. McDaniel, Crenshaw-Vine-La Brea
J. W. Hannan, Crenshaw-Vine-La Brea
H. H. Jackson, Crenshaw-Vine-La Brea
E. H. Whelchel, Western
H. T. Megill, Beverly
A. G. Gribling, Beverly
R. T. Cunningham, Wilshire

Seasonal Travel Changes

By H. A. PERRYMAN, Director of Research

THE number of passengers who travel daily upon our lines varies of course, according to whether general business conditions in Los Angeles are good or fair or quiet. When business is in a period of expansion more people travel than in times of depression. These general movements in business are frequently called the *trend* of business and we speak of a period of prosperity or increasing business as an *upward trend* and a period of depression or decreasing business as a *downward trend*. The trend of travel follows closely along the general trend of business.

But regardless of the direction of the trend of business, whether it is upwards, downwards or stationary, the number of passengers carried daily varies also according to the season of the year. This increase and decrease in travel due to the season of the year we call the *Seasonal Movement* and it is interesting to note that although there have been so many and so great changes in the population of the City of Los An-



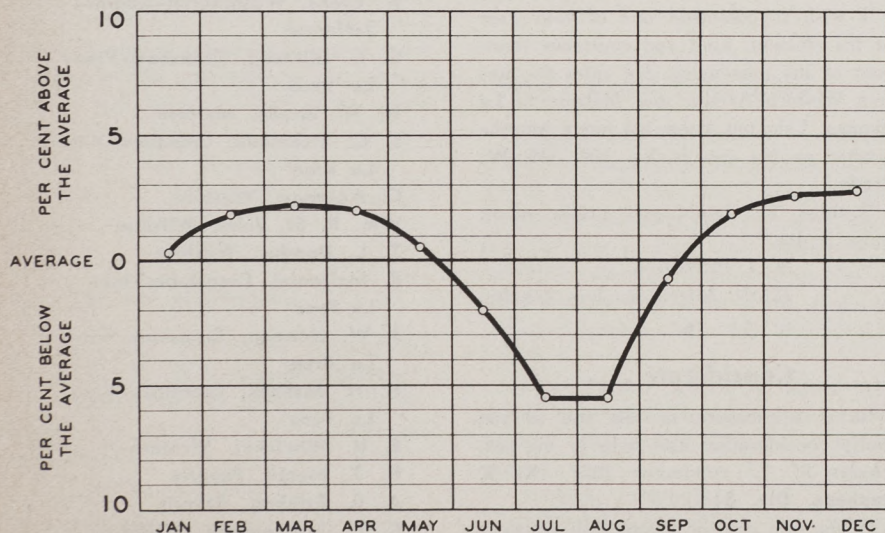
geles and in the demands for transportation during the past thirty years the Seasonal Movement in travel has remained practically unchanged.

Under normal conditions after the first of the year travel increases steadily through January and February up to the middle of March when it reaches its Spring peak. The Spring peak volume is generally held until Easter. After Easter travel gradually declines through April and May and

June. With the closing of school at the end of June the vacation period begins and families leave town so that travel falls abruptly at the beginning of July to the low point of the Seasonal Movement. This low level of travel continues through July and August till Labor Day. After Labor Day vacations are generally over, people move back to town, schools re-open and travel once more rises to its former level and continues to rise through October and November to December, reaching a sharp peak just before the Christmas Holidays, and then falling abruptly after Christmas to the same level as in January.

The extent of the normal seasonal movement when the trend of business is neither up nor down is shown approximately in Figure 1. The average number of passengers carried daily during the year is marked zero and the amount that each month of the year rises above or falls below the average of the year is shown in per cent. Thus January averages a fraction above the average of the year, March rises 2.4 per cent above the average of the year, July falls 5.5

FIG 1. NORMAL SEASONAL MOVEMENT

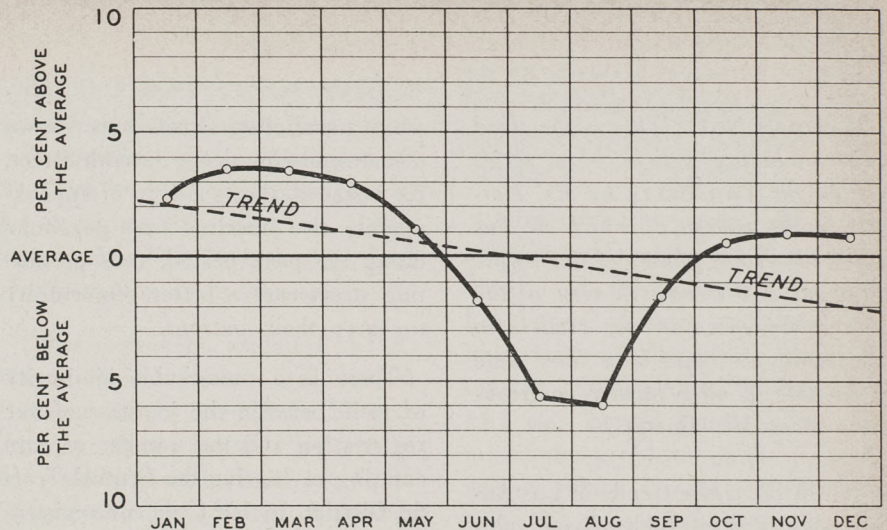


per cent below the average of the year, and so on for each month.

The difference in the number of passengers carried daily from the high point in March to the low point in July depends, of course, on whether the average number of passengers carried daily during the year is high or low; whether times are good or bad. Taking the year 1929 as an example because in that year the trend was neither up nor down there was a difference of 115,000 passengers daily between the high point in March and the low point in July, or 115,000 fewer passengers were carried daily in July than in March. Such a large decrease in the number of passengers carried daily in the summer months naturally means that service in July and August must be reduced and summer schedules are put into effect to meet this decrease in patronage.

When the trend of business is up and business is improving the sea-

FIG 3. SEASONAL MOVEMENT AND DECREASING BUSINESS (DOWNWARD TREND)



sonal movement is the same as in normal times but the upward trend gives the movement a tilt. This condition is shown in Figure 2. Similarly when business is declining as in years of depression and the trend is downwards the seasonal movement is still the same but the downward trend

tilts the movement in the opposite direction as shown in Figure 3.

The Seasonal Movement of travel differs in other cities of the United States; some resemble Los Angeles fairly closely, while others are entirely different—but that is another story.

Trading Post

FOR SALE—Wilson 8 foot, "Fold-Flat" boat, only used twice. Bargain—\$30.00 Call Station 204 or apply at Room 406 Railway Bldg.

FOR SALE — Chev. Master 4-door Sedan, late '35. Black; perfect condition with only 14,000 miles. \$485.00—terms. 208½ W. 59th Place.

FOR SALE—Ford V-8, 1932. \$275.00—terms. Perfect condition. Station 291—after 6:00 call YO 5798.

WANTED—Set of golf clubs cheap. Kenney Baker, 16th Street Coach Operator.

FOR SALE—1935 Ford Coupe with rumble seat, black body, light wheels. Steering wheel and dash controls are white. Ford radio with overhead speaker. Seat cut for sleeping, and is equipped with mattress. Price \$440.00, or make offer. Conductor G. W. Hill, Cap No. 700, Division One.

All Divisions Show Accident Decrease for May

ACCIDENTS PER 10,000 MILES RUN

MAY 1937

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

DIVISION NO 5 **XXXXX** 4.0

DIVISION NO. 1 **XXXXXX** 4.8

DIVISION NO. 3 **XXXXXX** 5.1

DIVISION NO. 4 **XXXXXXX** 6.3

NOTE THE AREAS SHOWN INDICATE THE DECREASE FROM APRIL 1937

Traffic Survey Completed

By RALPH T. DORSEY, *City Traffic Engineer*

(EDITOR'S NOTE: *This is the third and concluding article of a series written for TWO BELLS by Mr. Dorsey, in the course of which he has analyzed certain phases of our traffic problems and trends. In view of the interest evidenced by our readers in the series, we hope at a later date to be able to offer further contributions from Mr. Dorsey.*)

FUTURE traffic trends in Los Angeles affecting both private vehicular traffic and common carriers can be reasonably anticipated as a result of traffic checks recently completed in connection with the operation of the three lane westbound traffic movement.

The facts obtained from the survey are of particular interest. Los Angeles now has a peak traffic problem counted at 36,913 cars between 5:00 and 6:00 p. m. outbound from the central traffic district. This is approximately the same traffic problem that Pasadena is confronted with immediately after a Rose Bowl game. In other words, Los Angeles has a Rose Bowl Game crowd to handle every normal working day.

The total number of cars moving in and out of the Central Traffic District between 6:00 a. m. and 7:00 p. m. has been observed and calculated at 589,075. This figure is just short of the total registered number of automobiles within the City.

In order to handle this prodigious volume of traffic the Department inaugurated the three-lane outbound movement. Checks made since this new plan was placed in effect do not at the present time indicate any material increase in the number of cars leaving the Central Traffic District. They do, however, show decided changes of trends. The Wilshire movement has nearly doubled,

while paralleling streets have shown a corresponding drop. Seventh Street, for instance, shows a drop of approximately two hundred cars per hour during the peak period, thus permitting street cars a better opportunity to carry their patrons.

There is a remarkable similarity of ratio between the increase of car registration and the number of cars entering or leaving the Central Traffic District. In 1924 the car registration was 318,000, while in 1937 the car registration was 601,000, making an 88 per cent increase. In 1924, the number of cars entering and leaving the Central Traffic District was 313,000, while there are now 589,000; also an 88 per cent increase. This is evidence that approximately the same percentage of the public still use their cars to shop or work downtown.

Looking Ahead

From this ratio it is possible to set up a future expectancy, assuming that driving habits will remain the same. If Los Angeles, in 1960, has a population of 2,500,000 and a car registration of 1,000,000 we may expect a proportionate number of vehicles entering the downtown area.

In order to accommodate this number of vehicles a considerable number of physical street changes must be made through the opening of new streets, the widening of principal streets and the elimination of jogs.

On the other hand, if there is a radical change in the habits of the present riding public this situation may not arise within the time specified. The Street Car Company with its new type electric cars and with an improved routing system and other practical changes may so meet the

future demands of the riding public that a considerably larger portion of the present population will prefer to use the surface common carriers. This, of course will reduce the problem of the Traffic Engineer, as the saving of the number of square feet of roadway surface per person with mass transportation will reduce the necessity for making expensive street improvements.

Traffic Flow Improved

Los Angeles has been forced during the past weeks to institute additional parking restrictions to maintain reasonable fluidity of traffic. Parking is now prohibited during normal business days on east-west streets from First Street to Olympic Boulevard, extending from Los Angeles Street on the east to Hill or Olive on the west. The benefits of this "no parking" plan immediately became apparent. While loading and unloading is still permitted, and while an occasional car is still found illegally parked at the curb, resulting in the loss of the curb lane, the practice of cramping in and out to a parked position has been practically eliminated, thus streetcars and other traffic which have been delayed by second lane congestion are now able to maintain increased headway on the east and west streets. This freedom of movement on east-west streets is also reflected on the north-south streets.

These traffic regulatory devices have done much to free mass transportation movements, and with other recommended changes, including re-routing of streetcar lines, we may anticipate that a reasonably satisfactory result can be obtained for the present.

For the future a comparable result may be anticipated with the co-operation of the common carriers to assist by the improvement of service to meet modern transportation demands.

Convention Attracts Many Western Transit Men

FEATURED by the presence of Dr. Thomas J. Conway, National President of American Transit Association, the Pacific Coast Regional Bus Conference held its second annual meeting at the Hollywood Roosevelt June 16, 17 and 18, in conjunction with the California Transit Association.

During the three-day gathering, which was attended by representatives of many western properties in addition to local transit men, general discussions were held as well as conferences on maintenance and operation.

Opening the three-day meeting, Mayor Frank L. Shaw in a brief address welcomed the delegates and

commented upon the value of efficient transportation to satisfactory progress in our busy modern life.

The very useful service rendered by the American Transit Association to its members was touched upon by Dr. Conway who cited examples of the organization's work in aiding street railways through the vast fund of information at its disposal.

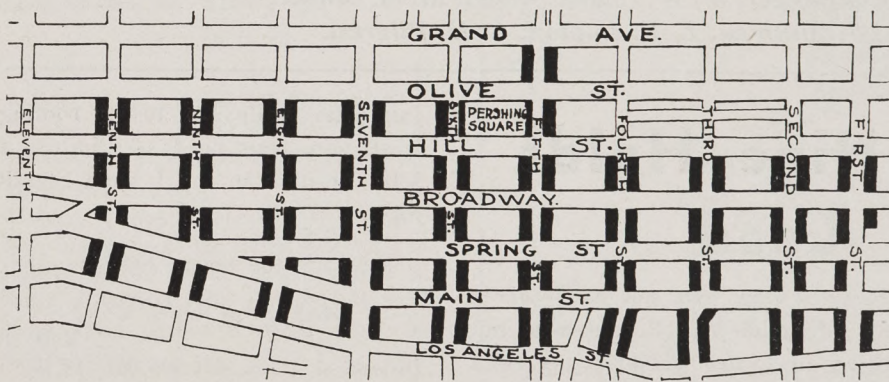
Other speakers included S. E. Mason, Vice President and General Manager of the San Diego Electric Railway; O. A. Smith, President of the Pacific Electric Railway; C. E. Morgan and F. C. Patton of the Los Angeles Railway; Carl Bush, Executive Secretary of the Hollywood Chamber of Commerce; Alfred J. Lundberg, Vice President of the American Transit Association and President of the Key System in San Francisco; and Charles Gordon, Managing Director of the Association.

In discussing the more vital problems confronting Street Railways, Mr. Gordon brought out the necessity of devoting particular attention to the adjustment of peak loads, more intensive employe training, and equipment improvement.

Addressing the conference at the banquet held on June 17, J. Stuart Neary, Executive Assistant of the Los Angeles Railway, emphasized the importance of thoroughly acquainting the public with utility activities as a step toward better understanding of the problems of the industry and its efforts toward improvement.

At the close of the three-day session it was felt that the general interchange of ideas among the delegates and the constructive comments submitted through the medium of speeches and general discussion had marked this convention as one of the most helpful to those attending held in recent years.

No Parking!



—From L. A. Times, June 13.

The above diagram shows the area in which parking of automobiles is prohibited between 7 a.m. and 6 p.m. except Sundays. Heavy black lines indicate the "No Parking" zones which will continue in effect until July 15

EFFECTIVE from June 15, automobile parking has been banned on east and west streets in downtown area of Los Angeles. Continuing for a test period of thirty days, the ban will cover the hours from 7:00 a. m.

to 6:00 p. m., and will apply from First to Tenth Streets. Between First to Fourth the streets taken in will extend from Los Angeles to Hill; from Fifth to Tenth, Los Angeles to Olive Streets.

Trucks will be permitted to stop for periods not exceeding twenty minutes between 9:00 a. m. and 3:00 p. m.

In order to continue this experiment beyond the thirty day period it will be necessary for an ordinance to be adopted by the City Council.

At the present time there is only sufficient room to park a total of about 200 cars at any one time in the area covered by the new non-parking order, omitting curb space already prohibited by public parking, says City Traffic Engineer Robert Dorsey. According to figures from Mr. Dorsey's office, 589,075 motor vehicles pass in and out of the downtown district between 6:00 a. m. and 7:00 p. m. on the average work day. Our present outbound and inbound motor vehicle traffic in thirteen years, according to Engineer Dorsey, represents an increase of 80 percent since 1924. Increase in population since that time has amounted to 54 percent.



16th STREET COACH LINEUP—Standing: H. R. Burns, W. H. Coker, I. N. Weide, E. G. Ballinger, W. W. Chase. Seated: M. M. Stoner, E. P. Martin, C. Aultman, E. R. Lupton, C. H. Pilgrim.

Vernon Yard Nine Holds Baseball Lead

By C. J. KNITTLE

IN bringing to you the latest results at Lary Ball Park in Vernon Yard, we might remark broadly that the inevitable spirit of competition is ever present.

The Vernon Yard Team continues to play in a class of its own and the fans probably have decided that they are a team of unbeatables.

On the other hand, the Coach lads appear to have a strangle-hold on the undisputed cellar position. It

goes to show you can have plenty of individual ability in a team but there are times when it just can't be made to click together.

The real competition, as shown in the standings is between the trainmen of Divisions Four, Five, Three and One. Any one of these teams may be occupying second place when the July issue of TWO BELLS comes out.

Once again, the League invites you to come down and root for your favorite team. We are enjoying real baseball weather now and, maybe,

just a few volleys of hearty rooting is all your team needs to climb to a lofty position in the League Standings.

Here are the recent scores:

MAY 23 at 10:30 A. M.

	R	H	E
Division 4	031	205	002—13 10 5
Division 5	200	100	010—4 8 7

Batteries: Vance and Stevers; Smith, Beals and Cranston.

Too many errors on both sides for a good game. The Division Five lads dropped below their standard this time, playing a loose game in the field.

AT 1:00 P. M.

	R	H	E
Coach	000	000	300—3 6 9
Division 1	801	005	40x—18 15 6

Batteries: Burns, Logan and Wren, Martin; Means and Hedrick.

Another bad defeat for the Coach boys but we must hand it to them for one thing, they always show up with a full team and play to win. So, if we can't applaud them for a win, we should say a few good words for their competitive effort.

(The May games were postponed on account of rain.)

JUNE 6 at 10:30 A. M.

	R	H	E
Division 3	203	023	000—10 13 5
Division 5	030	000	020—5 7 6

Batteries: Woodward and Barnett; Smith Beals and Cranston.

No sensational plays but a good game. Woodie pitched good ball for Division Three and Beals did well for the sea gulls.

AT 1:00 P. M.

	R	H	E
Vernon	201	140	110—10 19 4
Division 4	100	110	000—3 7 12

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

Vernon Yard was too strong for the Division Four boys. Peralta struck out ten men.

JUNE 13 at 10:30 A. M.

	R	H	E
Coach	000	000	000—0 4 6
Division 4	000	110	08x—10 11 2

Batteries: Burns, Long and Martin; Vance and Stevers.

Vance shut out the Coach, striking out twelve men. The hitting of Curry and Waggoner were features, Curry also making a home run. Burns pitched good ball but weakened in the eighth and retired. Long finished the inning.

AT 1:00 P. M.

	R	H	E
Division 1	120	002	010—6 8 8
Division 5	000	080	01x—9 7 3

Batteries: Means, Hedrick and Smith; Misko and Cranston.

Means pitched shut-out ball until the fifth inning when his infield cracked and errors lost the game. Means retired in favor of Hedrick who also pitched good ball. Misko pitched a steady game for Division Five.

LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard	6	0	1.000
Division Four	5	3	.625
Division Five	4	3	.572
Division Three	3	4	.429
Division One	3	4	.429
Coach	0	7	.000

The game between Vernon Yard and Division Five on May 16th ended with the score tied 6-6. This explains the difference of one game, or rather one game less, in the League Standings than in the teams' Batting Averages.

LARY LEAGUE BATTING AVERAGES

	G	AB	R	H	Pct.
Vernon Yard	7	288	89	93	.323
Division Three	7	271	65	80	.295
Division Four	8	320	84	93	.291
Division One	7	268	61	71	.265
Division Five	8	319	69	79	.248
Coach	7	233	30	50	.225

BATTING .300 OR BETTER

	G	AB	R	H	Pct.
Matzner, Div. 3	4	12	6	6	.500
Hancock, Div. 4	6	6	2	3	.500
Capiro, Vernon	5	28	10	13	.464
Knight, Div. 3	4	11	3	5	.455
Carrillo, Vernon	7	27	14	12	.444
J. Saiza, Vernon	7	30	13	12	.400
Lipscomb, Div. 4	8	35	11	13	.371
Waggoner, Div. 4	8	35	8	13	.371
Stoner, Coach	6	19	3	7	.368
Barnett, Div. 3	7	26	8	9	.346
Cranston, Div. 5	7	32	7	11	.344
G. Manriquez, Ver.	7	35	11	12	.343
Seale, Div. 5	8	38	12	13	.342
W. Smith, Div. 5	8	36	10	12	.333
W. Vance, Div. 4	8	33	7	11	.333

Means, Div. 1	7	24	10	8	.333
Ferguson, Div. 1	7	24	9	8	.333
Woodward, Div. 3	7	24	5	8	.333
Meek, Div. 3	4	9	4	3	.333
M. Saiza, Vernon	3	9	2	3	.333
Morris, Div. 3	3	6	1	2	.333
Shannon, Div. 3	5	17	5	6	.318
O'Neill, Div. 1	5	19	5	6	.316
Hipes, Div. 4	7	30	11	9	.300

Grandpappy Morgan, hill-billy of the Ozarks, had wandered off into the woods and failed to return at supper time, so young Tolliver was sent to look for him. He found him standing in the bushes.

"Getting dark, Grandpap," he ventured.

"Yep."

"Supper time, Grandpap."

"Yep."

"Ain't yer hungry?"

"Yep."

"Well, air ye comin' home?"

"Nope."

"Why ain't ye?"

"Cain't."

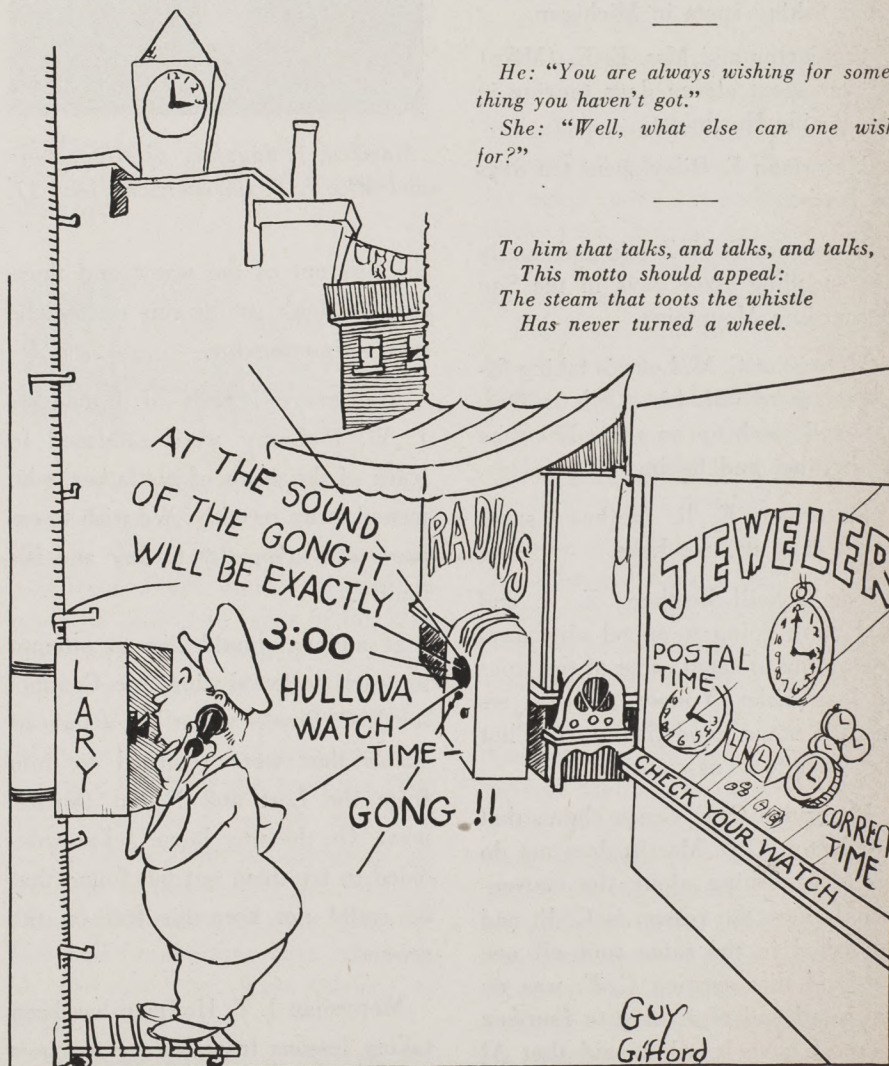
"Why?"

"Standin' in a b'ar trap."

He: "You are always wishing for something you haven't got."

She: "Well, what else can one wish for?"

To him that talks, and talks, and talks,
This motto should appeal:
The steam that toots the whistle
Has never turned a wheel.



"Time, Please."

Mail From The Scribes . . .



Division One

C. J. BAYLOR

Hohum, hohum, I guess that the spring fever has set in. Now that we have had a Division General Choice about all that you can hear around the division is, "Well, I guess I will put in for a few weeks off," or that famous old sayin', "Whatjaget in the shakeup?"

Motorman B. R. Anderson is taking thirty days to visit relatives and good fishing spots in Michigan.

Conductor and Mrs. E. E. (Mike) Groves spent eleven days touring in the Pacific Northwest.

Motorman E. Riley spent ten days in Texas.

Motorman G. M. Zeldin and family are spending sixty days in the San Bernardino Mountains.

Motorman C. M. Long is taking fifteen days to visit his ranch in Oregon and catch up on some lost time on hunting and fishing.

Motorman E. R. Mathews spent seven days at June Lake.

The O'Neill Brothers, E. R. and E. L., are going to spend nine days attempting to catch some of the trout in June Lake. Yowser, fellows, we can use some good fish stories, but they have to be new ones.

Motorman C. E. Green claims that Conductor A. D. Merritt does not do his trout fishing along the conventional lines, the reason is C. E. and Al fished in the same spot all one day and that evening C. E. was on the small end of a three to fourteen score. I have heard it said that Al use a certain type worm that chases

Thinking It Over



Marilyn, 7, daughter of Motorman and Mrs. J. F. Christenson (Div. 1).

the fish out of the water and those that Al don't get by this method he goes swimming for.

The many friends of Conductor J. W. McCurry were saddened to learn of the death of his father, who passed away recently. We wish to express our sympathy to Jay and his family.

If anyone should like to attempt to teach roller skating, see Conductor J. C. Boyce, as he has a pair of skates that were returned to him from the Lost and Found Department. On the way home Johnny decided to try them out but found that he could not keep his feet on the ground.

Motorman J. T. Hoffman has been taking lessons from his son on how to ride a bicycle.

Virgil & Santa Monica Coach



D. S. COBURN

Operator R. D. Crandall, his wife and mother have just returned from a vacation trip to Seattle and vicinity.

T. K. Newen and Bill Humber arrived home safely from the East. They both drove new cars on their return trip.

Some of the boys have been driving without their caps lately, but it seems that Barnes, Akers and Hendricks prefer to wear theirs. It is barely possible that the reflection is hard on the passengers' eyes.

W. S. Henderson has resigned to take a position with the Los Angeles Fire Department.

Operator Clyde Wilson has been seen patronizing a certain restaurant on the Western Avenue Line where, according to Clyde, they serve delicious hot cakes, especially if they are served by a certain young lady.

Conductor Bill De Grey is back on the job after a two weeks vacation, part of which was spent at Lake Henshaw in a vain attempt to lure a few fish to his line.

Supervisor Musselwhite is now on his vacation. He is spending one week at Yosemite and one at Catalina, where he hopes to acquire a manly looking coat of tan.

Operator J. E. Parker is on sick leave suffering from cuts, bruises, abrasions and lacerations received when on a hunting trip a few days ago. It seems that Parker was riding on the running board and his wife was driving, when she suddenly stopped the car and just as suddenly Par-

ker was thrown from the running board.

Conductor J. N. Boucher has resigned to accept another position, as did W. E. Porter.

On Friday, June 11, Operator T. G. Scott was interviewed on a safety program on radio station KECA. Those who were fortunate to hear his talk were very agreeably surprised. Congratulations, Tommy, on a fine talk.



Division Three

L. VOLNER

On Sunday, June 20, Division Three fell heir to the "O" Line, and all those men who chose runs on that line moved over with them. We are glad to welcome them to Division Three and know that they will feel right at home, for you couldn't find a better bunch of men than we have—the Superintendent, office force, platform men, and our janitor are all a good loyal bunch, and men who give their best at all times. Again we say "welcome" and hope you will soon feel that you are a regular Division Three man.

There were many changes at the last general line choice; men moving from one line to another, and, also, choosing different hours. One thing especially, Motorman Johnnie Ott was glad to see, was that it put those two motormen, "Chief" Myers and "Chappie" Chapman at the Division at the same time. Now each morning the horses are running again.

Motorman F. L. Leadbetter is spending several weeks in the Northwest settling up an estate. We understand his father died recently and left considerable property, and Mr. Leadbetter and a sister are the only heirs.

Motorman E. L. Hulberg is in the Dakotas visiting relatives.

Motorman J. D. Messick and wife have taken an extended automobile trip to the Ozark section. While away they will also visit relatives in Texas.

During the first part of the month Motorman and Mrs. C. R. Bentall enjoyed a short trip to Catalina Island.

Conductor W. A. Riesen has returned from a several weeks visit with relatives in the Northwest.

Conductor and Mrs. N. E. Mackay are making an extended trip to eastern and Canadian points. They will receive their new automobile in Detroit and spend the rest of their vacation seeing the principal points of interest in the United States.

After a visit of several weeks with relatives in western Texas, Conductor T. J. Hart and family have returned, and Mr. Hart is back on the cars feeling fine and ready for another year of honest labor.

Quite a number of the boys of this Division, accompanied by their families and friends, spent an enjoyable weekend at Camp Seeley, in the San Bernardino mountains on June 12 and 13. These semi-yearly trips to this mountain playground are a great source of enjoyment, and the head of the house, as well as the family, always feels well repaid for making the trip.



16th Street Coach

CHARLES H. HARDY

The ball game played May 21 between Wilshire Coach Operators and Coach Office and Supervisors at Goodyear Field ended up with a score of 12 to 9 in favor of the Wilshire boys. Bob Coenan did a fine job of pitching until the eighth inning when blonde love was sighted in the grandstand and the game went into the hands of the receivers. The boys were glad to see Mr. and Mrs. C. O. Morse enjoying the game. At the time of this writing the Wilshire team had won every game. The Office and Supervisors have not been so fortunate but have plenty of hopes.

H. Evans and O. E. Koonse are sporting new Fords. E. Bannister has



Miss Jo Anne McDonald—daughter of Joe McDonald, Mechanic, 16th Street Garage. Raising fine stock is one of Joe's hobbies.

a new Oldsmobile Coupe, and L. Woodworth has a new sedan of the same make. J. Flannery, we understand, has a new Chevy and a new hat to go with it.

F. A. Palfreyman did a special little "Joe Penner" number the other day when fourteen baby ducks took possession of his coach. After crawling about under the seats getting the ducks back into the box and restoring the dignity of his coach, he wrote up three and a half minutes lost time.

Peace and tranquility is expected by the Coach Office if "Leverlip" Barstow picks a run in the next shake.

W. Webb, Coach Office Janitor, is rapidly recovering from injuries received in an auto accident last month.

Those who purchased fight tickets from Jimmy Kresge did not mind losing out on the discount as they felt that he needed this to buy smelling salts after the fight.

Three men in a boat, Cunningham, Koonse and Harrigan, shoved out beyond Malibu the other day to do a bit of fishing. After catching a mess of plain and fancy fish they pulled for the shore but found landing difficult—in fact Cunningham and Harrigan were washed overboard. Koonse, who is a deep-water man and ex-Coast Guard, finally brought the boat in and salvaged his crew and the fish.

Yes, my friends, the chin you love to touch on L. N. Kelly is electrical-ly shaved.

We understand B. R. Hobbis is looking for Operator I. Nogatta.

We welcome these new men who have joined the Coach Division in the past few weeks: R. A. Buffington, E. N. Jackson, G. U. Canon, C. F. Sanders, J. T. Colburn, E. M. Johnson, C. F. Stansbury, E. L. Khuntz, A. J. Burk, W. R. McAlpine, C. A. Thornton and C. W. Dean who was transferred from Virgil Street.

GARAGE

P. Marsh narrowly escaped serious injuries when the car in which he was riding turned over on the Ridge. A truck pulling out suddenly forced the car into a soft shoulder. All in the party suffered bruises but were able to continue in the damaged car on their vacation in Yosemite. Marsh stys turret top cars are the real thing.

Benny Walters took time out to part with his tonsils recently and is expected to burst into song again soon.

The boys on the wash rack are taking turns with the mumps. First A. Winston then J. Foote. Who is next?

F. Claudino uses mouse traps to protect his belongings from men or mice.

Bill Decker and his wife have just returned from a vacation spent in Iowa and Illinois. The trip was enjoyed although snow was encountered in Wyoming.

Wes Nolff, who recently had his appendix removed, is making rapid recovery and is expected back soon.

Cranford Courington from South Park is the new man in the store room, taking the place of H. Steenrod who has left the service to go North.

Joe Crawford has been away, unable to navigate with a sprained ankle.

Joe Riedel, expert fisherman of the Third Shift, is still catching his share of salt water fish.



Diana Lou—9 months old daughter of Conductor and Mrs. W. H. Clayton, Div. 4.



C. J. KNITTLE

Everything, generally speaking, has been in such a turmoil at this Division these last few weeks that we hardly know how to tell about it.

About this time of year we usually have a spell of earthquakes to tear things up, but another kind of tremor is bothering us now. We are suffering with shake-ups.

On May 20, the "D" and "2" Lines were equipped with BF4 cars. A line shake-up was held and took effect May 23.

On June 1, ten motormen and ten conductors were asked to transfer to Division One without loss of seniority.

A few days later the bulletin was cancelled, and on June 5 a general choice of runs was held with the understanding that on June 20 Line "D" would be transferred to Division One and Line "O" would be assigned to Division Three and that men choosing on these lines would also be transferred to those Divisions without loss of seniority.

Eleven men transferred with the "D" and thirty-three went with the "O."

The rest of us settled down then to enjoy once more the tranquil hominess of our beloved Division when "Zit!" came a flock of new schedules and line shake-ups had to be held on the "B," "D" and "I."

The next thing we knew, our veteran Clerk, Elmer Ellis, had been promoted to the position of Foreman of Division One. We sure miss him. The oldtimers here took up a collection and bought "Pop" an elegant Parker pen and pencil set, and he lost no time in telling us how very proud he was of it.

Another happy gentleman is Conductor C. A. Rogers who bought his first Irish Sweepstakes ticket about two months ago and on May 28 was informed that the ticket had won him the meager sum of \$2233.

While we are on the subject of winners, we might add that Motorman George Kunz won the \$5.00 punch board prize chanced off by Los Angeles Railway Post, American Legion.

We heathens of Division Four are doing the Mohammedan salaam to Allah "Buck" Weaver, recently appointed Chaplain of Local No. 4, T. U. of California.

July 16 will be a day of glamor for Motorman D. M. Shahan for he will witness the double wedding of his son, Gerald, to Miss Florence Knott, and of his daughter, Cleola, to Leonard Stenvall. The Church of the Nazarene in Compton will be the scene of the beautiful ceremony and the weddings will be solemnized simultaneously by Reverend R. C. Rogers and Reverend Guy Cooper. Our very hearty best wishes are for the happy couples.

Conductor L. H. Elliott returned June 11 from a fifteen days trip to Colorado Hot Springs.

Motorman E. D. Meldrin spent eight days recently at Lake Tahoe.

Motorman P. H. Shortt left June 11 for a twenty days trip to Salt Lake City.



H. I. SCHAUBERT

Martin Mason, Motorman, is on the road to recovery following an operation for appendicitis.

Pat Connolly made quite a trip over the Decoration Day holiday. He visited Bryce Canyon and Zion National Park. Was burned to a crisp in Las Vegas heat and nearly frozen to death in a Utah snowstorm. He is now on his regular vacation resting up from the experience.

Bill Weeks is Vacation Relief Man for the Foremen this year, and is doing a swell job of it.

Bill Rankin has asked to have remote control equipment installed on the rear of his truck. He feels that possibly he could have avoided a recent altercation with the driver of a little five-ton ice truck had he been in a better position to see while backing up on Colorado Boulevard recently.

Frank Bache wears dark glasses while out in bright sunlight. On a recent hot day Frank stopped to mop his fevered brow. As he held his upturned hat and passed a trembling hand over his forehead a kindly old lady, overcome with sympathy, dropped a quarter in the hat. Frank has hopes of a long, hot summer.

C. "Conservation" Thompson went trout fishing over the recent holiday. Seeing a water snake making off with a fish, "Conservation" shot the snake. Since a dead snake could not have any possible use for an eight-inch trout it was confiscated for consumption by "Conservation."

Scotty Anderson, Night Work Train Foreman, got a little taste of sunlight while working for a couple of days on the Macy Street job.

"Omaha" Ramsey, Sam Cohn's



"He cooperates—for half the milk shake!"

able assistant, plans to take an extended fishing trip as soon as he has perfected a motor that will run without brushes. The model that he has been working on has not proved entirely satisfactory in work train service, but Omaha is not in the least discouraged.



F. F. ROBEY

Division One

"Capt." F. F. Long, Watchman, is still looking for the party that stole his lawn mower.

D. Overturf and C. Schuetz spent a very pleasant weekend at Catalina, sightseeing, etc.

Mr. and Mrs. Christopherson have taken a three-months vacation. They are going back to Norway—the first time in 40 years. We hope they have a wonderful trip.

M. G. Belden ("Mike") made a trip to Hodges Lake after some of those famous Bass, but the Bass are still in the lake.

The boys at Division One were very sorry to hear of the death of Mrs. Wm. McDonald.

Division Two

W. S. Cohn and George Ramsey, two of the Vernon Yard boys, are both great sportsmen. George likes deep-sea fishing, but not for Sam. That water is too deep out there, so he goes way up by Bakersfield for rabbits and quail. Both boys usually get what they go after.

New P.C.C. Cars are beginning to arrive. They are unloaded at Vernon Yard, taken on their own power to Division Two, where tests and inspections are made—then to the Shop to clean out that desert dust and it won't be long, boys, until you will see more of the Streamliners on the streets.

Division Three

G. Atkins, A. Roman, G. Treneer and H. Sparks went fishing and really caught a swell mess of fish; but it seems the fair attraction was almost too much for them, Atkins even leaving his tackle box on the dock.

A. Pabst finally took the plunge. No more cafe meals now.

E. W. Swanson, Night Assistant Foreman, has returned from his vacation.

A. Small moved close to the barn. Careful, Red, or you'll be late now.

Red Roman had his brother from Texas visiting him for a few days.

Our new electric cooled drinking fountain has been installed. Now for

cool drinks during the warm days.

Night Cleaner Foreman, Sam Ackerman, has been on the sick list for a long time. Just heard he has had several bad teeth removed and hopes to be back with us soon. Luck to you, Sam.

Division Four

Ivor Nordquest, who is in the California Hospital with a broken leg, is improving rapidly and we hope to see him back soon.

Orris Howard was elected as our new committeeman, replacing George Lendy, who resigned the position recently.

Al Dorazio informed us that he is all alone again, since his last daughter was married on June 13. Some of the boys here will vouch that it was a real big event.

Charles Furrer, our Carpenter, has been transferred to South Park for a few weeks doing special work.

Division Five

George Praker is on his vacation. He rode a bus back to Chicago and is buying a new Nash to drive home.

Tommy Lambert is back working again. He thinks that new Plymouth is some car, but hasn't the pickup that the old V-8 had.

Fred Yenour has been transferred to the 16th Street Garage, temporarily.

G. P. MacQualters moved into his new home last Friday and came back to work Monday with a good case of sunburn from digging fence post holes.

Ed Hess said his back didn't feel so cold, either, after spending last Sunday on the beach.



F. ARLEIGH FRAZIER

Joe Gordon, Foreman of the Blacksmith Shop, is visiting in Ireland. He will be gone ninety days and on the return trip when he arrives at New York he will board another boat bound for San Francisco by way of the Panama Canal.

Prosperity is still just around the corner for Sid Ormston. He had the luck to win \$5.00 two nights in a row at the picture show and the misfortune to get pinched both nights going home and each ticket cost him \$5.00. Cheer up, Sid, anyway you had the fun of winning.

Griff., of the Winding Room, is up in San Francisco inspecting the Oakland and Golden Gate bridges.

May we express sympathies to the family of J. P. Jensen who passed away on May 21, 1937, and Margaret Littlefield, Aunt of Willard Littlefield, who passed away in May, and Ralph Sloan whose father passed away June 16, 1937.

E. M. Porter and J. Ogden aren't eating chicken from the cafe on account of the way it was served.

W. P. Hazen, his wife and daughter were in a serious accident which will keep Bill at home for a month or two.

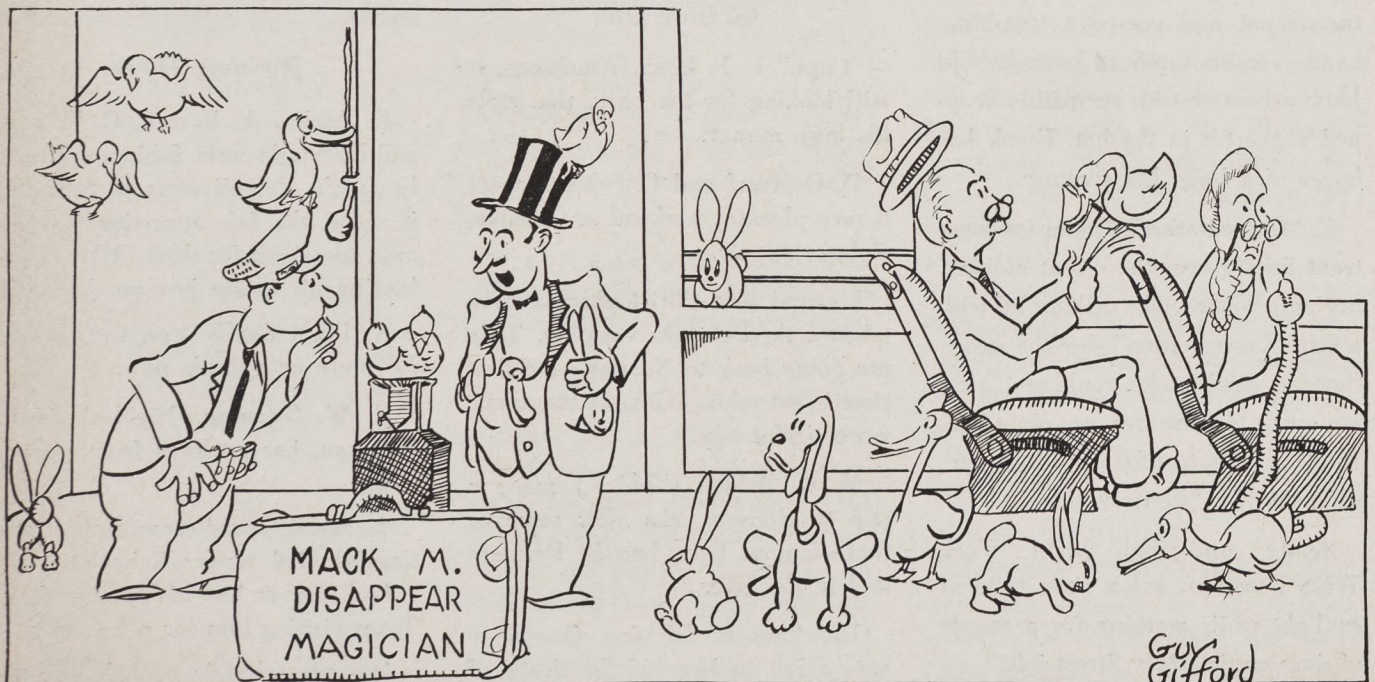
Al Dillenger is vacationing for 90 days, visiting in Chicago, Washington, D. C., and his old home in Virginia.

A. C. Joiner is off recuperating from an appendix operation.

H. E. Gasink is sick in bed with pneumonia.

Ray Ernst is on a 90-day vacation visiting all the Southern States as far east as St. Louis.

H. L. Prudhon, the turkey man, is away on his vacation.



"I know I have a pass here somewhere!"



ELECTRICAL



WALTER WHITESIDE

Vacations are now in full swing again. The weather man guarantees an all sunshine summer and this department hopes that every fisherman catches the limit every day.

Frank Skelly reports a grand time spent on a ranch in the vicinity of San Diego.

C. W. Fancher spent the first few days of his vacation in bed followed by a fishing expedition. We haven't heard if he was really ill or if he was resting up in anticipation of the big ones.

Whoever is cutting the cross word puzzle out of the morning paper is certainly disturbing a fellow employe in the Line Department.

Russell MacMillan and family enjoyed a vacation at Salt Lake. Yes, he took his gun with him.

C. E. Martin and family spent a weekend at Catalina taking in the sights.

W. E. Roark and family motored to Missouri to visit his relatives whom he had not seen in a number of years.

We are all glad to welcome back to duty S. H. Phillips, who spent two months at home with a broken leg.

Also, we are glad to have Dan Mason back, he being at the Mayo Clinic for the past three months.

W. G. Clardy, who broke his leg recently, is progressing very well, and expects to be back on the job shortly.

O. "Boss" Quigley is the head man around his domicile as his wife is visiting in St. Louis.

W. Rhodes and family motored to Sequoia National Park on his days off period. He reports a wonderful trip.

Have you seen that new maroon colored super De Luxe sport coupe Ford product parked around West-lake Substation? The proud owner is M. Barnett.



Division Five

FRED MASON

We extend a hearty welcome to all the Division 1 boys who come over to us with the "K" Line, and hope they will be just as happy with us as they were at their old home.

When it comes to running into tough luck, Motorman A. A. Sheridan can sure do it. Just recently in baseball practice he got smacked on the jaw with a batted ball and was off for a week. Then two weeks later his Chow dog bit his hand, lacerating three fingers. Here's hoping that from now on his luck will change for the better.

Fishing parties are the chief topic of conversation these days. Motorman Charlie Detrick, his wife and daughter came back with the best catch of sixty bass on their first trip, and on the second trip Mrs. Detrick walked off with the jackpot with a twenty-pound yellowtail. Conductor George Ritter and his gang did very well on his trip, bringing in several barracuda. Conductor George Case



Motorman (Div. 5) and Mrs. F. E. Bassett, married on May 28.

and his Motorman, Ed. Cotterly, the surf fishers supreme, never miss .

Conductor B. F. Kyser and his wife left on June 16 for a trip back to the old stomping ground at Banks, Arkansas.

Conductor H. D. Smith is back on the job looking a million after thirty days vacationing at Globe, Arizona.

Motorman John P. Taft is taking off sixty days to rest up at home. John has not been feeling good and we hope his vacation will be beneficial to him and that he will report back full of vim and vigor.

Motorman John W. Graham has resigned and is now working out of the Los Angeles County Sheriff's Office. Motorman Duke Walker also left us to go into business for himself. We join in wishing both these boys the best of luck in their new ventures.

We are glad to welcome Motorman R. S. "Colonel" Drew back on the job after an illness of almost three months.

We have heard of mike fright, stage fright and various other kinds of frights, but it took Conductor "Tex" Brown to supply the "Streamline Fright" and, folks, he sure has got it. If "Tex" sees the Streamline car a mile away he just shies and bucks like a bucking bronco. And it all came about in this way. The Sreamliner was outside in the Division Five yards and "Tex" boards it to do a little inspecting. He did a little feeling around and pushed the sander switch and bingo, the car started up. Then "Tex" started to perspire. He jumped on everything he could see and moved his hands all over the keyboard, but to no avail, the car just would not stop. He was just getting ready to jump off and pull the trolley when a wonderful feeling came over him, the car had stopped. When the excitement was all over he discovered that the operator was operating the car from the back end.

