

TWO BELLS

FRANK L. SHAW
MAYOR

OFFICE OF THE MAYOR
CITY HALL
LOS ANGELES, CALIFORNIA
P R O C L A M A T I O N

TO THE CITIZENS OF LOS ANGELES, GREETINGS:

WHEREAS, public transportation facilities adequate to our great area and population are of primary importance to the welfare of the citizens of Los Angeles, and

WHEREAS, many plans and proposals are under serious consideration for improvement of the said transportation system, and

WHEREAS, during the week beginning March 22nd, we will witness the beginning of a six million dollar program of improvement in street car and other forms of transportation equipment in this city,

NOW, THEREFORE as the Mayor I do hereby proclaim and set aside the period from March 22nd to March 28th, 1937, as Transportation Week in and for this City, and I do commend to service clubs, civic organizations, educational institutions, and to all citizens individually special consideration of and thought upon our transportation problems and transportation improvements at that time.

Frank L. Shaw
MAYOR

City Hall
March 19, 1937

Los Angeles
Welcomes New
Streamlined Streetcars
Transportation Week
Highlights of the
Week's Events



TWO BELLS

Published on the First of Every Month for the Employees by the Los Angeles Railway

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IN OUR NOTE BOOK . . .

The streamlined cars which we are shortly to be operating, will offer to our patrons, as all of us know, entirely new standards of transportation. The two cars already here have created tremendous interest among the public, and as more arrive and are put into service we should all be in a position to answer the inevitable questions regarding their construction and operation.

As it is not possible at this time for every employe personally to examine the new cars, printed sheets have been sent to Department Heads and Division Superintendents for distribution among employes. Ask for yours as it gives a brief picture of the new car, how it operates and how its many new features contribute to greater efficiency and comfort.



One of the most vital questions ever to confront the country is before us today in the proposed change in the United States Supreme Court.

It is not the purpose of TWO BELLS to take sides on this or similar issues, but inasmuch as Mr. Herbert F. Sturdy, a member of our Legal Department, is thoroughly conversant with the situation, we felt an article from him would be welcomed by our readers.

In this issue Mr. Sturdy explains the proposed alteration in the Supreme Court setup, and how it may affect us as individuals and as a nation.

If you are not completely familiar with this question, we know you will find it well worthwhile to become

informed on the subject through reading Mr. Sturdy's article which may be found on page 13.



Isn't anybody curious? Last month we announced a Question Box as a new feature of TWO BELLS, but to date we've had no grist for our mill. Here we are, all ready to spring on a questioner and feed him answers until he staggers away glutted with facts and figures—and we get no customers!

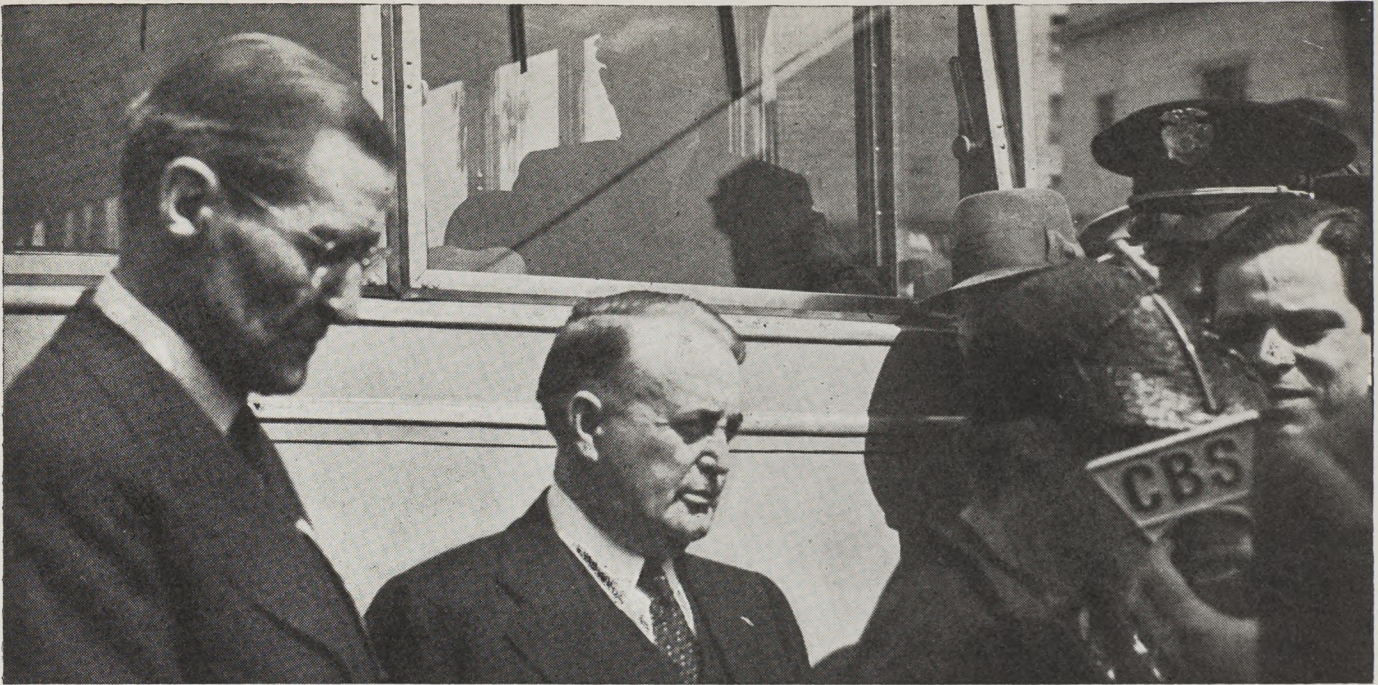
If the Question Box continues to be embarrassed by lack of patronage, we are going to ask our own questions, but we consider this an unequal distribution of labor. If we provide the answers, we claim that somebody else should supply the questions!

Drop us a line for whatever information you wish about company activities or personnel. If your query has a general interest, it will be published together with the answer. If the question is such that the answer will interest only a few, you will receive a personal reply by mail.

In all cases, questioner's initials only will be printed.



Free legal advice may be obtained by employes from our General Attorney, Woodward M. Taylor, at Room 1008, Main Office Building, but as Mr. Taylor is in his office mornings only, it is necessary to call before 1:00 o'clock.



President Storrs and Mayor Shaw, immediately after unveiling of new car, listen as Mabel Socha, President of Board of Park Commissioners, speaks over KNX and public address system.

STREAMLINERS WELCOMED BY CITY HALL THROUG

By C. J. KNITTLE, Conductor, Division 4

LOCAL transit history was written on March 23 when the Los Angeles Railway Company dedicated to its riding public a new mode of transportation.

10,000 spectators participated in the reception, the towering City Hall provided the background and thousands of gaily colored street banners fluttered in the March breeze for blocks around.

Four major radio stations broadcasted every detail of the ceremonies, while a public address system brought the voices of the speakers to every section of the throng.

When the time for the dedication arrived, Mayor Frank L. Shaw and President Lucius S. Storrs of the Company were enjoying a friendly chat at the speakers' stand, surrounded by councilmen, commissioners and Company officials.

Suddenly all eyes were attracted to two ghostly shapes completely wrapped in a snug-fitting shroud of canvas, rolling slowly and silently down the track from the north.

Garry Breckner, special events announcer for CBS, seizing both the KNX "mike" and the public address transmitter, gave a minute description of the scene and, as the two apparitions came to a halt at the speakers' platform, introduced Mayor Shaw and President Storrs to the crowd and asked them to loose the cords that bound the wrappings. With a slight pull on the rope at the end of each car, the shrouds separated on the top from end to end and dropped to the ground.

Los Angeles' new streamlined street cars! The crowd, bursting into an hilarious volley of shouts and applause, surged into the street, com-

pletely surrounding both cars. Scores of police officers tried valiantly and vainly to restore order. Newsmen's cameras clicked from a dozen angles. Announcers at the four remote control transmitters gave hurried descriptions to their radio listeners. Reporters made hasty notes and Garry Breckner made a desperate effort, through the public address system, to subdue the spectators.

Finally the crowd calmed down. Mayor Shaw, smilingly contemplating the scene, was waiting to speak.

"Friends," he began, "this is a happy day for the City of Los Angeles. Efficient, convenient and comfortable transportation is the very life blood of a large city. It means expansion and prosperity. This wonderful new equipment will help us keep pace with our opportunities. It is evidence that there is new confidence



Part of Crowd Attending City Hall Ceremonies.

in the future of our great city. It is proof that we are again on the high road of progress. It is a token that nothing is too good for our city and its people. I am glad that your city government has had a share in working out the arrangements to secure renovation of our entire system of public transportation. I congratulate the Railway Company on these beautiful new cars and the new standard of transportation which these cars represent. I feel that this is but the beginning of a new era of wonderful development in this greatest city of the West."

When the generous applause eventually died down, President Storrs mounted the platform and in an equally short address, informed the people that the two new cars were the advance guards of a fleet of entirely new transport vehicles which the Los Angeles Railway believes will play a major part in solving the traffic problem of the city; that a combination of the three public transportation vehicles, the rail car, the trackless trolley and the gas bus, each used in its proper sphere is needed for a thoroughly equipped utility that can provide the public with the most convenient, safest and most rapid ser-

vice, and will be a great factor in the continued growth of this astounding metropolis; that the Los Angeles Railway Corporation is fully alive to the great possibilities in the future expansion of the City of Los Angeles and is conscious of its obligations; that the remainder of the first order for sixty of these new cars would be placed in operation just as rapidly as the manufacturer delivers them, and that he believes the people will understand the Company's desire to advance the growth of the City.

Park Commissioner Speaks

Following President Storrs' remarks, Mrs. Mabel Socha, President of the Board of Park Commissioners, presented him with a large bouquet of beautiful roses grown in the Los Angeles City Nurseries, a gift from its citizens to Mrs. Storrs. Mrs. Socha congratulated the Los Angeles Railway Company on the new, modern streamlined cars, expecting them to add much to the convenience and comfort of thousands of people who depend upon the street car system to carry them to and from their work.

City Attorney Ray L. Chesebro, after Mrs. Socha's address, paid his

compliments to the Los Angeles Railway Company and the people of Los Angeles.

Following Mr. Chesebro, Byron Hanna, President of the Chamber of Commerce, expressed a few words of praise for the new cars and wished much success to the Railway Company and more real prosperity for the people of this City.

The next speaker was David Blumberg, President of the Board of Public Utilities, who stated he was glad to see this unmistakable evidence of a local transport system which the Board believes and expects will be second to none; that it is gratifying to the Board to have contributed to the development of this improved type of equipment; that his congratulations are extended to the Railway for this forward step, and to the people of Los Angeles for the type of city travel they will soon enjoy.

Burns Lauds New Cars

Robert E. Burns, President of the City Council, in the final speech said that it had been a pleasure to those on the Council to work with the Los Angeles Railway on this modernization project and congratulated the Company on the acquisition of these first streamlined cars because of the assurance they give that our transportation will keep pace with our rapidly growing city.

Announcer Garry Breckner, interviewed several of the spectators regarding their opinions of the new cars and then, carrying both microphones, the KNX and public address, boarded the first car and strolling through the aisle gave the spectators and radio listeners a vivid description of every detail of its luxurious interior.

On alighting, Announcer Breckner sought an interview with Henry E. Jordan, the Company's Superintendent of Equipment, and locating him, asked how the power and brakes were controlled. Mr. Jordan explained, through the "mikes," that both were controlled by foot pedals. The right pedal is the accelerator and the

farther down the operator depresses it, the faster the car goes. The middle pedal is the brake and the farther it is depressed, the faster the car stops."

"What is this row of switches for?" asked the announcer.

"They control the auxiliary devices of the car; the gong, the doors, the lights and the compressor," answered Mr. Jordan.

"Is this a new type of fare box?"

"Yes, it is power driven and relieves the operator from cranking the money through by hand."

"I understand a lot of rubber has been used in these cars, Mr. Jordan. Is that true?"

"Most of the rubber has been used in the trucks, which are of an entirely new design. The main truck springs are not made of steel similar to former trucks, but are made of moulded rubber held in shear, which gives both resilience and quietness of operation."

"Is it true there is also rubber in the wheels?"

"The wheels are an assembly of several parts. The outer steel rim is separated from the hub by rubber discs or sandwiches vulcanized to steel plates. The wheels are assembled under pressure by means of a special hydraulic press and wrench device designed and made for that purpose. They are resilient and relatively noiseless."

First Ride Taken

A few minutes later, with the first car filled with city and company officials and the second fairly well occupied by women of the Municipal Departments, the Los Angeles Railway and School Board, the new cars departed on their inaugural trip through the city.

In a short while, the City Hall was far behind. Relaxing comfortably as we sped swiftly, smoothly and silently through the shopping lanes and broad thoroughfares, and scrutinizing more closely the features of this magnificent new vehicle, one appreciated anew the continuing achievements of science, engineering and craftsman-

ship exemplified in this case by our own up-to-the-minute Streamliners.

In describing the car the manufacturers have named the "Presidents' Conference Car," it may be well to start with the outer appearance. The body, low-swung and painted a light, rich yellow, has pleasing curves and streamline appearance. The frame is made of steel and the body and roof panels are spot welded to the frame from the inside. This permits a very light yet strong and rigid structure that cannot get loose or noisy and adds to the beauty of the car. The smoothness of the outer surface is not marred with protruding rivets or bolt heads.

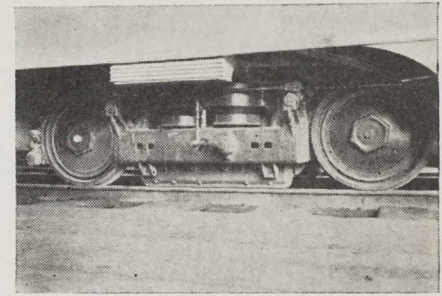
This streamlined car weighs approximately 34,000 pounds to the standard car's 45,000 pounds. The Streamliner seats 61 passengers and the standard 48.

These new cars are 46 feet long and measure approximately 10 feet from the track to the top of the roof. The standard car is 48 feet long (not including the fender) and measures approximately 11 feet and 4 inches from track to roof.

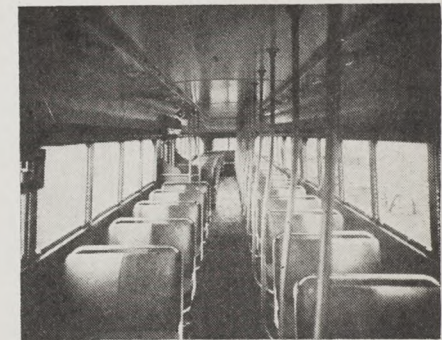
Brought out by the accompanying photographs are a few of the many details of construction which make the new Streamliner the finest streetcar ever built. Bottom—This broadside view brings out the car's trim, low-swung lines.



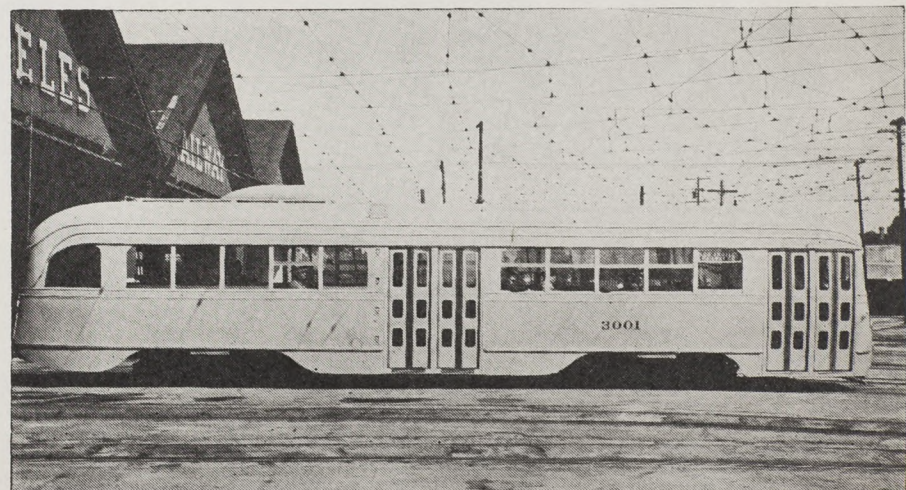
The New and the Old.



The presence of rubber in the trucks contributes much to quiet and comfort.



Featured in the interior are leather seats, indirect lighting, forced draft ventilation.



The doors are the "blinker" type; fold in behind the passenger as they close, and are equipped with soft rubber edges.

The center doors are interlocked with the control and brake equipment so that the power cannot be applied or the brakes released until the doors are closed. These doors are equipped with sensitive edges. If a passenger reaches back into the car for a bundle or other object and the sensitive edge strikes his arm or body, the

doors automatically re-open. If his coat gets caught between the door edges when they are closed, a buzzer alarm sounds near the operator's position.

The seats are spring upholstered and leather covered with tubular frame. Each cross seat has a grab handle that extends across the entire seat back, and these handles, together with the vertical stainless steel stanchions that are fastened to each seat along the entire length of the car on

one side, provide very accessible hand-holds for support.

The lights are of the lens type which prevent glare and direct illumination on the reading plane and car floor where it is most needed.

Forced ventilation is accomplished by a suction blower under the car which draws the air through little vents near the ceiling from the interior of the car at 1200 cubic feet per minute.

Mayor Shaw and Shirley Temple Inspect the New Car



Many means were used to acquaint Los Angeles with the fact that it was soon to have the most modern type transportation.

Transportation Week, having been proclaimed by Mayor Shaw from March 22-28, 1937, banners heralding the fact were hung from every span wire on Broadway, Pico, and East 1st Street; four-page sections combining publicity and advertising were placed in all five daily papers, and reams of straight news copy were devoted to the event. Local magazines likewise carried the story of the new cars.

Through arrangement with Fox-20th Century, newsreels were taken of Shirley Temple acting as Honorary Operator of one of the new cars, assisted in the scene by the Mayor, various members of the city government and Byron Hanna, President of the Chamber of Commerce.

Placed on exhibition at Spring and Sunset March 24 and 25, the two cars attracted thousands of people who were told of the many new features they embodied. At this time pamphlets describing the new car, and souvenir medallions were also given away. The medallions, with a likeness of the City Hall on one side and the streamlined cars on the other, were good for one fare on any Los Angeles Railway street car lines during the week of March 22-28.

The Meaning of Cooperation

Wherein We May All Find Food For Thought

SOME years ago, so goes the story, there was a Padre in France. He had come to the community as its teacher and guide in matters religious when he was a very young man, just after his ordination and elevation to the priesthood.

He had served the community for fifty years; he had performed the marriage ceremony for almost every one of his present parishioners; he had taken his children into the fold; and he had preached the funeral sermons over the graves of most of their parents and ancestors. He knew them all; called them all by their first names. He had been present in their homes in times of grief and he had, many times, led them in festivity.

And now it was the fiftieth anniversary of his coming . . . his Golden Jubilee of unstinted and self-sacrificing service.

How to make the dear old Padre happiest on this gala day occupied the minds of each and every one of his flock. What sort of a gift could he be given so that he would remember with joy and happiness the auspicious occasion of his fiftieth anniversary.

There were many suggestions. They knew he cared not for jewelry. They were accustomed to seeing him only in his inexpensive priestly robes and knew he wasn't interested in other sorts of apparel. They were sure that his only pleasure from books came from his reading of the Bible and other sacred books bearing directly upon his priestly profession, which he had in plenty.

What then should be the gift? A mighty and troublesome problem, until one of the number suggested that

inasmuch as they were living in the most fertile of France's vineyard valleys, it would be fitting that each and every one of them go out into his own vineyard and pick by hand the choicest, sweetest, largest grapes. Perhaps only one grape from a bunch . . . they must be the very choicest . . . and from these grapes each was to make one single gallon of the finest and best wine ever to have been manufactured. This wine, when finished, was to be delivered to the Padre's door as their gift, carrying with it the love and affection they held for a very old man who had given so much and asked so little.

The plan was adopted and the wine was made. The grade and quality as tested by each, individually, was reported to be superior to anything ever before produced in all the world.

The Golden Jubilee Day arrived, known to all except the old man himself who gave so little thought to earthly things that he had forgotten all about time and anniversaries.

A large hogshead had been purchased. The wine had been placed therein and the barrel mounted on a wagon bed to which they hitched four fully-caparisoned pure white horses.

Headed by the horses the entire population followed to the Padre's simple cottage. The knock on the door brought the old man to his porch, where he was told the reason for the festivities, what they had done for a gift, and how they had decided that in their minds nothing was too good for him.

Tears in his eyes, voice quivering, the dear old teacher of the flock tried

to utter thanks. Chokingly he stammered a few unintelligible words to his people and stated that the wine was too great in quantity for him ever to use during the comparatively few days which remained to him. He turned suddenly, entered his home and returned with a large tin vessel, stating that he believed a fitting beginning to the feast would be to test the wine in a loving cup so that all could taste its wonderful flavor and note its unusual aroma.

He turned to the spigot. As the wine came forth the people noticed a peculiar look come over his kindly, wrinkled face, and as he raised the cup to his lips, he burst into tears, turned, without a word, and entered his simple dwelling.

What had actually happened was that thinking that one single gallon of water would in no way hurt the quality of such a wine, each and every one had poured a gallon of water into the hogshead and had kept the wine for his own use.

The result . . . just as you expected . . . the poor old Padre was heartbroken. Their own gala day was ruined for them all. There was no celebration. The Good Priest and his parishioners could never again have the same feeling for each other.

The greatest day in the lives of all these people was ruined because each one thought that his own slight infraction of the rules of co-operation would never be noticed.

There is nothing which requires group cooperation which cannot definitely be halted by the lack of it . . . even Municipal Bus elections.

From Hamlet and Horsecar to City and Streamliner

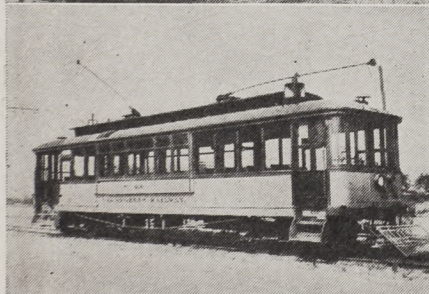
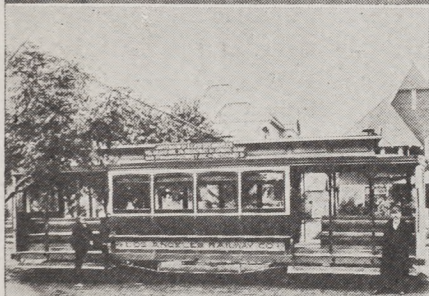
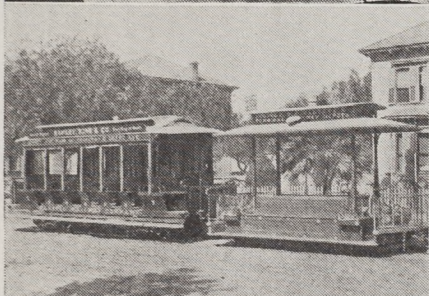
Growth of Los Angeles Matched by Development of Transportation Facilities

July 1, 1874. . . A sleekly curry-combed horse sedately ambles along Spring Street, supplying the motive power for the first streetcar, if it may be so named, to appear in Los Angeles. In the car, being conveyed from Temple and Main, over 1.33 miles of tracks to the far reaches of Sixth and Figueroa (then Pearl Street), ride the mayor and members of the city government—the first streetcar riders of our thriving metropolis of 5700 persons.

March 23, 1937. . . A banner-be-decked city of over 1,300,000 witnesses another long step forward in the development of local transportation. Bringing unprecedented standards of comfort and performance, streamlined streetcars of the Los Angeles Railway, which is the direct descendant of the first transport system in the city, make their first appearance in Los Angeles.

1874 and 1937: significant dates in the local transit story. And what of the years between?

It soon became evident that Los Angeles was not long to remain in the hamlet classification. By 1880 the population had risen to 11,000, and the horse-car, though it had definitely proved its usefulness, was shortly to be supplanted by a car which would more efficiently meet the city's growing need for transportation. However far city travel facilities may have advanced, it must, nevertheless, be admitted that the horse-cars had their points—particularly for those passengers who were always a bit late. It was possible in those days for a lady not quite through with the then complicated business of dressing, to lean from her window—"Hoo! Hoo!" to the horse-car operator and signify her intention of catching the car within the next few minutes. Having acknowledged her signal, the driver would stop his horse and engage in conversation with his passengers until the lady appeared, at which time the car would proceed!



1874 to 1914

From top photo down:

1880: *One of the first horse cars making its leisurely rounds.*

1885: *Cable cars which were operated only about two years.*

1887: *First electric car with motor in front vehicle, followed by passenger trailer.*

1897: *The streetcar begins to take shape; center section glassed in.*

1910: *Larger, more powerful cars introduced.*

1914: *All-enclosed cars come into use.*



Came 1885 and the cable car, which occupied the stage for only about two years.

With the population of the town approaching 50,000 the first electric cars were put into operation in 1887. As illustrated, the motor was situated in a small car to which was attached a trailer that carried the passengers. Two trolley wires were used, with trolley wheels running on the top of the wires and loose cable instead of trolley poles attached to the forward car.

In 1899, one year after H. E. Huntington acquired the local transportation system, our predecessor companies possessed 88 miles of track. 1902 saw this increased to 100; followed in 1905 by 154; in 1907, 202, and in 1910, 282. The Los Angeles Railway now operates on nearly 400 miles of track.

After the installation of the first electric car in 1887, the development of the streetcar came rapidly, with the first improved car on the streets about 1892. 1897 brought glassed-in center sections, and 1902 introduced a still larger and more powerful car and established a certain definite style for this type of vehicle. In 1914 the grill work, to be seen in the 1910 model, was eliminated, owing to the complaints of drafts by the women passengers.

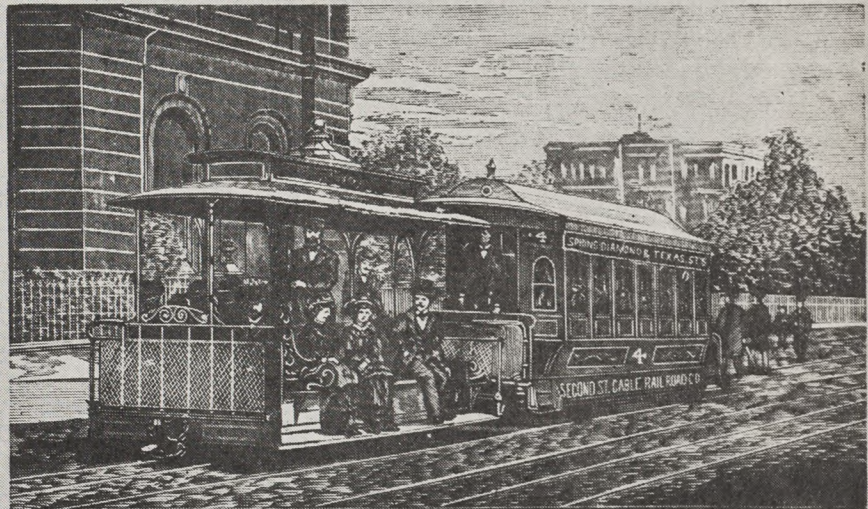
Continual improvements in the streetcar, as well as expansion of lines and increased service, have kept pace with a steadily mounting popu-

PEREMPTORY AUCTION SALE

ON LIBERAL CREDIT!



FOR PARTICULARS APPLY TO



Take these Cable Cars at Corner of Spring and Second Streets, and go to the Property,

Make your Choice and Mark your Catalogue, Before the Day of Sale,

SATURDAY, JAN. 23, 1886,

At 11 o'Clock, A. M.

All Aboard For The Auction, Folks !

lation. There came a time, however, when throughout the nation a definite need of an entirely new *type* of vehicle was evident. To meet this need

today's Streamliner was developed and stands as the transit industry's latest and greatest answer to the challenge of modern-day traffic problems.

Research Activity Essential To Present-Day Operation

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The Third in a Series of Company Tours

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H. A. PERRYMAN, Director of Research, joined the Company first in 1922, to assist in special studies conducted by Dr. Eberle for the Auditor. Subsequently he made statistical studies of various phases of the Company's business. After an absence of eighteen months he returned to the Company in 1927, and continued the statistical work. In 1930 the Statistical Department was organized to include traffic surveys and service analysis in addition to the general statistical work. In July, 1935, Mr. Perryman was appointed Superintendent of Traffic and Statistics, and in November, 1936, Director of Research. Prior to joining the Company he was employed by the British Columbia Electric Railway, rising to the position of Senior Clerk in the Valuation Department.

Born in England, Mr. Perryman was educated at Eton, for centuries England's No. 1 ranking College. Although democratic in every way, the dignity of the five hundred year old Royal College still hangs over him. The inset picture shows him in the official Eton suit, without the traditional High Hat, which he describes as "a comfortable headgear unrivaled as a receptacle for books and papers, but otherwise without significance."

Mr. Perryman served for four and one-half years in the Canadian Expeditionary Force during the war, mostly as a non-commissioned officer, and spent thirteen months in the front line area before he was finally wounded during the Somme Offensive.

The work of the Research Department is the natural outcome of the complexity of modern business. Years ago the "boss" could keep the facts and figures of the business under his thumb and settle the questions of



H. A. Perryman, Director of Research

•

Left: Student Perryman at the time he conducted researches into the intricacies of mathematics and Latin at Eton.

cause and effect with a nod or a shake of his head. But with the growth and development of the mechanical age and the intricate structure of modern society, research and statistical analysis have become essential cogs in the wheels of industry. Few

executive decisions today can be made without considerable analysis of all underlying factors.

The official charter of the Research Department briefly is "to make continuing studies of all phases of the Company's operations as well as that



Olive Chaffey

of other properties of a comparable size, together with such other statistical enquiries as may be of service to our officers in their efforts to improve the efficiency of the service and reduce the costs of operation, and to make such other investigations as may be assigned by the President." The scope of the work of the Research Department is therefore wide, and covers many subjects, from studies of the time consumed at individual car stops by passengers boarding and alighting to general analysis of World Economic Conditions.

Research Estimates Prove Accurate

The results of nearly all activity today are finally expressed in the form of figures, so that the analysis of figures is the backbone of research work. In many studies the figures to be analysed are so voluminous and the fluctuations are so wide that it is impossible to follow the changes and arrive at any conclusion by scrutinizing the figures in a written tabulation. In order to simplify the analysis and to present the figures in such form that all relationships can be easily followed and understood they are drawn in relation to each other in the form of a chart. The drawing of statistical charts is one of the duties of the Department and hundreds of charts are on file for reference. From these charts the trends and day to day changes in the business are followed and interpreted so that the

Management can be accurately informed at all times as to the conditions prevailing.

Annual Forecasts Made

Coming events cast their shadows before them, and by studying the past we can frequently discern the pattern of the future. Annual forecasts of the probable demand for transportation and the extent of the Company's business during the coming year are made, and it is a matter of considerable satisfaction to record, that during the recent years of difficult economic conditions these estimates, either by good luck or good judgment have proven singularly accurate.

Although continuous studies are made of the various phases of operation and the trends of patronage, a great deal of the work done by the Department takes the form of special studies, which are required from time to time as the need arises. Many of these studies are comprehensive and detailed and require a high degree of concentration, accuracy and coordination of effort. Each employe in the Department specializes in one ac-



Dorothy Franke

tivity, but all employes must be versatile, and willing and able, to change to whatever activity is required to complete the study in hand. This versatility and the keen interest of all employes in their work is frequently commented on by those who are most familiar with the work of the Department.

Department Members

Olive Chaffey, Secretary to the Director of Research, came to the Company as Mr. Perryman's Assistant in 1928. Although born in Aus-



Above, left to right: Assistant Statistician James Murray and Garfield Sorensen.

tralia, she is one of the California Chaffey's—meaning that she is the niece of George Chaffey, who, with the assistance of her father, was largely instrumental in the development of Ontario and Upland, and the Imperial Valley, and founder of the Chaffey Union High School.

Dorothy Franke joined the Statistical Department in 1929, shortly after leaving High School. She is an accomplished draftsman, her chart work being the acme of neatness and accuracy. Born in Milwaukee she came to California in 1927.

Flora Sitts joined the Statistical Department in 1934, and is responsible for a great deal of the computation work done by the Department, a job that requires great accuracy and painstaking skill. Born in Hanford, California, she came to Los Angeles in 1927.

Pauline Scarbrough aids her sister, Mrs. Sitts, in the computation and stenographic work of the Department.

James Murray, Assistant Statistician, joined the Engineering Department



Left to right: Pauline Scarbrough and Flora Sitts.

in 1926, transferring to the Research Department in 1936. His duties are all that the title implies.

Garfield Sorensen, Assistant Statistician, joined the Company in 1936,

and is responsible, among other things, for the general economic studies of the Department. He graduated from Stanford in 1931, and is a Lieutenant in the R. O. T. C.

Three Guesses . . .



Our Own Who's Who?

All of the above happened back in Syracuse, New York, many, many moons past, and we'll leave you to

figure out who the young chaps are that seem anxious to see the "itty bitty birdie" come forth from the front of the dingus that takes the picture.

No. 1—left to right, is none other than, who has made good not only in a big city but with the Los Angeles Railway as well.

No. 2 is his big brother, who at one time "wound 'em up" on the front end out of old Division Two, and now, after a successful season of business, is retired and taking it easy at his home in the southwest.

(Turn to page 23 for the answer.)

An elderly lady chided her husband for his failure to assist her up the steps to the railway coach. "Henry, you ain't as gallant as when I was a gal."

The husband replied: "No, Lettie, and you ain't as bouyant as when I was a boy."

Thirty Years Without a Missout



Elmer David Mitchell, derrick man in Ways and Structures Department, who completed thirty years service with the Company on February 7, 1937, without a missout being charged to him.

Shall Supreme Court Personnel Be Increased?

By HERBERT F. STURDY

THE President's message to Congress of last February, on the proposed reorganization of the Federal Judiciary, disclosed for the first time how he planned to have the constitutionality of New Deal legislation sustained. During his first term of office, the Supreme Court handed down eight major decisions holding New Deal laws to be outside of the powers granted to Congress by the Constitution and therefore unenforceable against the individual litigants who were before the Court. The President was faced with three alternatives.

Add Six Judges, Proposal

First, he could acquiesce in the Court's decisions and attempt to have the legislation re-enacted by Congress within the limitations prescribed by these decisions. This was the course taken with respect to the Farm Mortgage Moratorium Law, and the Supreme Court has just upheld the law in its amended form in one of the three important decisions of the Court announced in the papers March 29th. Second, he could ask the people for amendments to the Constitution expressly authorizing Congress to adopt the legislation which the Court had held to be unauthorized. Third, he could ask Congress to join with him in adding new members to the Supreme Court whose opinions were such that the President could be sure in advance they would uphold New Deal legislation when it came before them. In his message to Congress, the President has chosen this third alternative. He proposes, among other things, to add six judges to the Supreme Court. The President has advised us that he does not intend to appoint "spineless puppets" who

will decide cases the way he tells them to, but admits that he intends to choose men whose political and economic views are in accord with his and, consequently, that he can reasonably rely on their sustaining the constitutionality of New Deal laws.

The issue involved is not a question of the good intentions, benevolent purposes and personal popularity of President Roosevelt. A great majority of our citizens gave a vote of confidence to these last November. As it was put in the Birmingham Age-Herald, of Birmingham, Alabama, one of the Democratic papers which strongly supported President Roosevelt in his last campaign, "Shall the Constitution be what the President thinks and says it is, with an acquiescent Congress to back it up? Or shall it be what the Supreme Court says it is, subject to the people's power of revising the Constitution at their will? Every citizen owes it to himself and to his country to do his thinking for himself on this question. Mr. Roosevelt's loftiness of purpose, his enormous popularity, are not in themselves sufficient basis for the uncritical acceptance of this proposal."

Constitution Divides Power

It is only by renewing our understanding of the purpose of the Supreme Court and its place in constitutional government that we, as citizens, can hope to take an informed and intelligent position on the President's suggestion. The general plan of the American Constitution was to set up a union of the separate states, with powers divided between the Federal government, the states and the people. First, certain defined powers were granted to the Federal

government. Second, certain defined rights were reserved to the individual citizens, which neither state nor Federal government could impair, such as the rights of free speech and the right to change the Constitution in the manner therein provided. Third, all the remaining powers were given to the state governments. The Supreme Court was then set up as the umpire to settle disputes between the Federal government, the people and the states, as to which had the constitutional power to act on any given problem. Therefore, a decision of the Supreme Court that an act of the Federal government is unconstitutional because not included within the powers granted to the Federal Government by the Constitution, is also a decision that the same act would be constitutional if done by a state government or by the people.

Court Independent Umpire

The Supreme Court is not merely a department of the Federal government which should always agree with the Federal government. Rather, it is the guardian of the Constitution, which provides not only for the powers of the Federal government, but also the powers of the states and the rights of the people. If the Supreme Court is to be controlled by the Federal government, then the Constitution fails, for there is no longer an independent umpire to render decisions in disputes between the Federal government, the states and the people.

Just how does the Supreme Court function on constitutional questions? It takes no initiative in the matter itself. Individual citizens who believe themselves unjustly treated by the laws take their cases to the Supreme Court. The Supreme Court never makes any rulings as to constitutionality or unconstitutionality of laws except as they affect and are brought before it by individual litigants. For example, if any of us believe that a law sought to be enforced against us is contrary to our constitutional rights, guaranteed to us by the Constitution, we will take any case in which it is sought to punish us under

that law to the Supreme Court. If the Supreme Court finds that our contention is correct, it says to us as individuals, "You are innocent. Congress did not have the power to pass the law under which you were convicted. The people in their Constitution never gave to Congress the power to enact this law. That power was left to the state governments or to the people themselves." The Supreme Court is merely performing its intended purpose when it restrains the Federal government from doing what it wants to do contrary to the powers granted to it in the Constitution.

Previous Friction

On many occasions there has developed great friction between the Supreme Court on the one hand and Congress or the President or the states on the other hand, but never in our long history has public opinion permitted the number of judges on the Court to be increased so that the president and Congress could control its decisions through appointing new members favorable to proposed legislation. The fact that the Constitution, while establishing the Supreme Court, does not fix the number thereof, has never been taken advantage of for the purpose of destroying the independence of the Court. Past increases in the number of judges on the Court were all for a very different purpose. In the early days of our country, the Supreme Court justices rode on horseback from place to place to decide cases in the different sections of the country to which they were assigned. As the country expanded into the Mississippi Valley and across the Western Plains to the Pacific Ocean, by purchase and conquest, new justices were selected to serve in the new territory acquired. Thus the number of justices was increased from an original six until it had grown to ten by 1862. In 1869 the Supreme Court justices were relieved of this duty, separate courts were set up to decide cases in the different circuits, and the number of Supreme Court justices

was fixed at nine, at which number it has remained to the present time.

The fact that the Court was never packed does not mean that there were never efforts in that direction. Jefferson and his party were strongly tempted to pack the Court in 1802. Again, in 1826, a bill passed the House of Representatives by a majority of five to one to increase the number of justices from seven to ten, but was killed in the Senate. Again, at the time the Dred-Scott case was pending in the Court, in 1854, it was urged that the Court be packed in order to assure a favorable decision to the anti-slavery cause. Finally, in 1866, when the Supreme Court held that Congress had no power to set up arbitrary military tribunals to try citizens of the South, after the war was over and the civil courts were open, there was considerable agitation to increase the number of justices to insure future decisions of the Court in favor of military occupation of the South. But in each of these cases public opinion always won over political parties. Neither the president nor the Congress, alone or together, have dared to destroy the independence of the Court as the guardian of the rights of the people under the Constitution, no matter how much they disagreed with the decisions of the Court.

George Washington, on leaving the presidency for the last time to retire into private life, gave us his Farewell Address, in which he gave his best advice on the preservation of our government. For example, in foreign affairs, his warning against entangling foreign alliances is well known and revered. In that same address, he warned against permitting any department of the Federal government to gain control over another department, saying that it was important that those entrusted with the administration of our government:

"confine themselves within their respective constitutional spheres; avoiding in the exercise of the powers of one department to encroach upon another. The spirit of

encroachment tends to consolidate the powers of all departments in one, and thus to create, whatever the form of government a real despotism. . . The necessity of reciprocal checks in the exercise of political power, by dividing and distributing it into different depositaries, and constituting each the Guardian of the Public, Weal, against invasion by the other, has been evinced by experiments, ancient and modern; some of them in our country and under our own eyes. To preserve them must be as necessary as to institute them. If, in the opinion of the People, the distribution or modification of the Constitutional powers be in any particular wrong, let it be corrected by an amendment in the way in which the Constitution designates, but let there be no change by usurpation; for though this, in certain instances, may be the instrument of good, it is the customary weapon by which free governments are destroyed. The precedent must always greatly overbalance in permanent evil any partial or transient benefit which the use can at any time yield. One method of assault may be to effect, in the forms of the Constitution, alterations which will impair the energy of the system; and thus to undermine what cannot be directly overthrown."

No Political Organization

In the constitutional plan the Supreme Court stands as the umpire to protect our constitutional rights. It has no political organization and no jobs to give out. It must rely solely upon the good common sense of American citizens for support. The decision is up to each of us as to whether or not we want the umpire to be independent, or a member of one of the teams. Washington and the other framers of the Constitution were in favor of an independent umpire.

Promotion Comes to Company Veterans

One of the better known fixtures in the Los Angeles Railway has long been the "Jim" Bodley grin. It tops off pretty close to six feet of lean efficiency, is usually preceded by a pipe and is found bisecting the southernly portion of a head which for a good many years has proven itself quick at solving problems of our dispatching force.

Twenty-seven years in the employ of the company, have made James Andrew Bodley pretty well acquainted with its activities and have given him ample opportunity to prove his value: first as a Conductor; then extra Dispatcher; regular Dispatcher, and latterly Chief Dispatcher since August 20, 1920.

Mr. Bodley's promotion to Superintendent of Division 1, effective March 8, 1937, comes as fitting recognition of his fine work, and testifies to the highly efficient manner he has handled the difficult position of Chief Dispatcher.

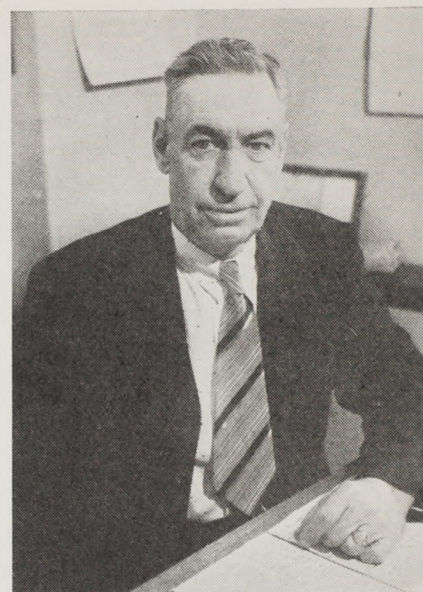
Owing to his ingrained modesty, we had difficulty blasting any personal



James A. Bodley

facts from Charles E. Pelsue, our new Chief Dispatcher, but we did discover that he came to the Railway approximately twenty-seven years ago, taking employment first in 1910 as a Motorman; being appointed Dispatcher in November, 1913, and elevated to Chief Dispatcher March 8, 1937.

Going in for variety on nearly as large a scale as Heinz (57 varieties) of pickle fame, Mr. Pelsue in his off-hours role of horticulturist raises over 52 varieties of roses. An extensive vegetable patch also bears tribute to his skill as a gardener.



Charles E. Pelsue

Though Mr. Pelsue is not inclined to be talkative about himself, we stirred up considerable eloquence from those who have worked with him for some years past. "Grand guy," "swell fellow," "efficient" and "cooperative" were some of the appellations used in the opinions expressed of Charlie Pelsue, so there can be no room for doubt that his recent appointment has met with favor among fellow employes. We extend congratulations to our new Chief Dispatcher whose excellent record in the past indicates very plainly what may be expected of him in his new post.

A VISITOR'S OBSERVATIONS

(ED. NOTE: *Two Bells* is hoping someone will come forward with a poem on dust storms and blizzards!)

*They tease me and call me an "immigrant"
'Cause I came from the East to visit my Aunt
I came to breathe the invigorating air,
And bask in the sunshine that shines everywhere!*

But the Chamber of Commerce ducks away from me

They just can't explain all this rain, you see!!

I brought my best frills and chiffons for Sundays

But holy gee! I wish I'd brought flannel undies!

They say "Birds sing all day, like Jenny Lind

But it looks to me like they're "gone with the wind."

Oh yes. The natives all solemnly say, "It's the coldest spell for many-a-day.

They can brag and boast as much as they please,

We folks back East admit when we freeze.

Oh I'm not sorry I came to the Coast, Some things they said were not entirely boast;

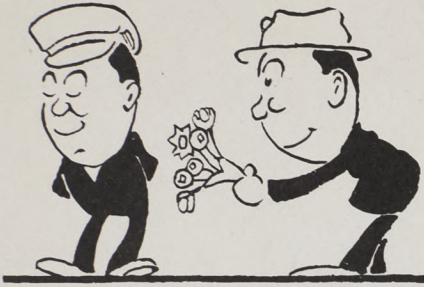
The mountains, the ocean, and scenery are swell.

How was the weather? It rained like H—!!

—Miss Wanda Grether,

3345 Hogarth Ave.

Detroit, Mich.



Riders Comment

Purse Returned . .

"I am writing this letter to express my gratitude and let you know how much I appreciate the kindness and thoughtfulness of Mr. R. D. Richens, (No. 1940, Div. 5) who is a conductor and motorman on the No. '7' car line.

"I left my hand bag, containing my weekly paycheck, house keys, etc., on the street car Saturday afternoon, and it being Saturday I was quite disturbed, knowing that I would have to wait until Monday to report the loss.

"My purse was handed to Mr. Richens by a gentleman who saw me drop it. Upon examining the contents of the purse he found my pay check, and realizing that I might need it and that I could not get it from the Lost and Found office until Monday or Tuesday, Mr. Richens very kindly brought it to my home early Sunday morning, as my address was in my address book.

"As this was a very commendable thing for him to do I would like your Company to know of this man's honesty, kindness and thoughtfulness."

IRENE CARNETH,
2111 Bonsallo Ave., Los Angeles.

Courtesy to Stranger . .

"Being a stranger in your city and not knowing my way around, I am just compelled to ask so I may reach my destination. And I wish at this time to thank one of your drivers, whose number is 558, (R. T. Cunningham) for his kindness and courtesy he bestowed to my wife and myself.

"I also was touched very deeply with this driver's kindness on his handling a blind passenger to and from the bus. He not only assisted the blind man off the bus helped him across the busy intersection, then returned to the bus and proceeded on.

"Such courtesy as this is very high and I wish you would thank this driver, 558,

on the bus and which has since been returned to me by the finder. Both Mr. Owen and Mr. Cunningham were more than courteous and helpful and I greatly appreciate the kindness shown me."

MISS LUCILLE ELLIS,
2915 Sunset Pl., Los Angeles.

Smile Pleases . .

"I am a business woman riding the L. A. Ry. cars every day.

"This morning riding a 'V' car from Pico to Santa Fe, my attention was drawn to the conductor by his easy, pleasant smile. I have never seen a conductor who passed out more good cheer to all passengers than he did. I had to tell him when I left the car that it had done me good to watch him and asked his number to let the company know how much it was appreciated and I am sure, by others than myself. Conductors have a lot to contend with but let's all try to follow the example of No. 958 (F. C. Buehler, Div. 5)."

MRS. BELLE H. MILLER,
1306 S. Westlake, Los Angeles.

Handles Car Well . .

"Here is a compliment. It is good to write thus. This morning at 7:30 at Townsend Avenue, inbound car 663, Motorman 2285 (F. Barrett, Div. 5) slowed his car three times in Eagle Rock, to let running would-be passengers catch and get on his car. In addition, he handled the car (or it was in sufficiently good repair) in stopping, starting and slowing, in such a smooth manner that it really was a pleasure to ride in it! This motorman seemed to me to be a man of superior ability in the handling of his car."

CHAS. A. BUTLER,
5169 Hartwick St., Los Angeles.

Kindness Appreciated

"I wish to take this opportunity to commend Mr. D. R. Owen, Conductor No. 778, and Mr. R. T. Cunningham, Operator of your Wilshire-Fairfax bus No. 761, Saturday evening, February 20.

"I unfortunately left my purse (which contained all of my worldly possessions)

READY SERVICE

personally for me for his kindness, and may God bless him and your Company in the future."

REV. R. B. JACKSON,
1540 Delmar Blvd., St. Louis, Mo.

212 Rates Credit Mark . .

"I believe that your Conductor Number 212, (S. R. Leckey, Div. 3) in charge of car '5' on the night of the heavy storm, deserves a credit mark.

"I boarded this car '5' at Sixth and Broadway some time around 5:15 and did not reach my home at 5712 Victoria Avenue (street car stop at 57th and Crenshaw) until 7:15, so you see I had quite a period of time for observation.

"He used good judgment, in my opinion, in the way he handled the crowd. For instance, instead of saying 'Please move up in the car, there is plenty of room up in front,' he would say 'If there is a little more room on the inside, will you please move up so more people can get on and get to their home the same as you want to get to your home,' AND THEY DID MOVE UP; and, because the car would stand so long in one place he would say to passengers wanting to get on, 'There is no more room on the back platform, but I will take you to the front and ask the motorman to let you on there,' and he went to the front of the car from the outside and put them on there. He was courteous to everyone and good natured, and stepped off his car to help a lady getting on who was on crutches.

MRS. MARIE A. MILLS,
202 Quinby Bldg., Los Angeles.

Held a Car . .

"Four grateful women wish to thank Motorman 321 (O. Short, Div. 5) car 921, on 'V' line, who held his car for a fraction of a minute so that they might ride home and get out of the rain."

FOUR CLUB LADIES.

On « Value Received » . . .

BUILDING BUSINESS

Ability Noted . .

"I would recommend that you keep your eye on Conductor 1338 (**J. C. McQuoid, Div. 4**). While on the car today I noticed that he helped all women and children on and off, irrespective of color or dress—he has ability you can use."

W. S. LYSLE,
1001 E. First St., Los Angeles.

Puts Out Fire . .

"While driving on Wilshire Boulevard recently my car burst into flames, due to a flooded carburetor. One of your drivers traveling east on Wilshire Boulevard stopped his bus and extinguished the flames.

"In the excitement I was not able to adequately express my appreciation to your employe but did secure his number and the number of his bus. I would appreciate it greatly if you would see that the attached Scrip Book is delivered to the gentleman, that he, too, may enjoy the thrill of using Standard Unsurpassed Gasoline in his own car. The driver's number was 689 and he was driving bus number 712. (**Operator L. J. Kephart, Wilshire**).

"Again expressing my appreciation for the splendid service rendered and hoping I may have the pleasure of seeing you soon, I am,"

R. B. KIRCHHOFFER,
605 W. Olympic, Los Angeles.

Another Fireman . .

"My car caught fire on Beverly Boulevard near Kenmore, and would probably have burned down had it not been for one of your bus drivers, who put out the blaze with a fire-extinguisher.

"I do not know who he was but if he reports the incident please thank him for me, and if it is not against your policy, notify me of his name." (**Operator E. M. Welch**).

LAWRENCE DILLON,
1020 W. Pico St., Los Angeles.

Choice Bouquet for 229 . .

"May I bring to your attention the efficient and courteous bus driver on the Melrose line, Cap No. 229 (**L. M. Graves**). Had the pleasure of being a passenger on his bus Tuesday p. m. Please give him one of your choice bouquets."

E. C. BAXTER,
1357 Neola St., Los Angeles.

Popular With Riders . .

"I have just returned from a trip to Los Angeles, where I was a total stranger and wish to say that Conductor 136 (**F. J. Donnelly, Div. 5**) on a 'U' trolley was very courteous in assisting me and I'm sure his popularity with his passengers was well deserved."

(Miss) LILLIAN BORELL,
Hartford, Connecticut.

Other Trainmen Receiving Commendation This Month:

MOTORMEN:

T. O. Pittman, Div. 4
C. L. Westenberg, Div. 3
J. A. Limes, Div. 5
H. J. Bower, Div. 5
E. W. Trousdale, Div. 4
D. J. Thomson, Div. 3
S. V. McCarthy, Div. 3
A. Hancock, Div. 4
R. W. Barnett, Div. 3
W. B. Harrell, Div. 3
S. C. Taylor, Div. 4
M. L. Hersom, Div. 3
C. T. Vaughan, Div. 3
W. A. Clark, Div. 3
G. M. Martin, Div. 3
G. R. King, Div. 1
R. J. Cave, Div. 3
C. W. Crockett, Div. 1
J. T. Kaser, Div. 4
J. K. Stein, Div. 5
J. H. Johnson, Div. 4
S. N. Duncan, Div. 5
D. E. Fletcher, Div. 1
E. J. Christensen, Div. 3

CONDUCTORS:

E. W. Park, Div. 1
J. T. Little, Div. 4
W. M. Vaughn, Div. 4
No. 1215, Div. 4

L. E. Adkins, Div. 1
C. W. Burnett, Div. 5
R. G. Monahan, Div. 3
H. L. Yates, Div. 3
R. H. Manning, Div. 4
E. H. Bryant, Div. 3
F. C. Peterson, Div. 3
R. A. Pearce, Div. 4
J. H. Taylor, Div. 4
R. R. Ferguson, Div. 5
H. U. Woolsey, Div. 4
J. San Marco, Div. 3
T. H. Thoming, Div. 4
C. V. Judd, Div. 3
K. S. Stephens, Div. 3
M. S. Thomas, Div. 1
J. F. Riley, Div. 1
G. J. Bannister, Div. 5
C. E. Thompson, Div. 5
J. L. Williams, Div. 1
W. Watson, Div. 1
D. H. Walker, Div. 4
T. O. Latham, Div. 4
J. R. Moore, Div. 5
I. Gasparro, Div. 3
R. M. DeWitt, Div. 5
J. W. Prutsman, Div. 3
C. J. Knittle, Div. 4
William Burns, Div. 4
Buck Anderson, Div. 1
W. Kayne Gardener, Div. 3
C. S. Lashbrook, Div. 5
A. W. Ehlers, Div. 1
Anthony Caubet, Div. 4
C. P. Daerr, Div. 5

OPERATORS:

John M. Elek, Figueroa
D. G. Barstow, Wilshire
L. J. Stephenson, Wilshire
H. M. McNeil, Wilshire
W. E. Ryman, Wilshire
J. H. Rowen, Wilshire
H. A. Atkins, Sunset
R. L. Woodrow, Wilshire
J. Varnell, Wilshire
H. W. Vincent, Crenshaw
P. L. McCollum, Maywood-Bell
W. E. Rogers, Manchester
O. E. D. Koonse, Wilshire
O. Wells, Crenshaw
B. A. Rudd, Inglewood
M. R. West, Inglewood
R. Rowlands, Inglewood
W. J. Hogan, Beverly
E. P. Martin, Wilshire
C. H. Martin, Pico

News of LARY Sick Folks

By R. A. PIERSON, Superintendent of Personnel

First may we say, we are happy to have back with us Mrs. Alice E. McKinley. Mrs. McKinley, following an operation, was away from the office for four weeks—we missed her.

During the month of February there were 15 employes confined to the California Hospital, which represents 130½ hospital days. The cost of the hospital service was \$846.78.

E. R. Blackwell, Motorman, Division Five, who has been ill with pneumonia since the last of December is getting along very nicely. He hopes to resume duty soon.

G. Y. Barlow, Motorman, Division One, has been sick since February 15. He made a call to this office a few days ago and hopes to be able to resume duty before long.

B. I. Boughton, Operator, Power Department, received an electric flash a few days ago which burned his face and hands. However, they were not burned very seriously.

J. E. Croff, Motorman, Division Five, who has been sick since February 18, is improving very nicely and hopes to return to work soon.

O. C. Deniston, Conductor, Division Five, who has been ill with pneumonia since the middle of January is improving very nicely at the present time. He hopes to resume duty very soon.

H. W. Dyson, Conductor, Division One, was operated on recently. He is getting along as well as can be expected and will possibly be released from the hospital very soon.

L. H. B. Farr, Conductor, Division Four, had the misfortune to sprain his ankle recently. He had to master the art of walking on crutches for a few days. He is improving very nicely.

J. R. Glaves, Motorman, Division Five, who has been on the sick list since February 15, is improving.

R. C. Haslam, Carpenter, Department 12, had the misfortune to clip the end of his finger recently. He has suffered a great deal from this injury and is improving very slowly.

B. M. Ihrig, Motorman, Division Five, who has been sick for several months, remains about the same. He is now able to get around but will not resume duty for some time.

C. A. Kern, Motorman, Division One, is confined to the hospital with a relapse of a former condition. Cliff has been a very sick man—however, seemed very cheerful upon my last visit to the hospital.

P. J. Knight, Car Repairer, Me-

chanical Department, has been confined to his home with pneumonia for a month. He is improving very nicely and will soon be up and around.

H. P. Larsen, Carpenter, Way & Structures, has a sprained back and is confined to the hospital. He is improving very slowly.

J. W. McKeown, Motorman, Division Four, was in the hospital for a few days during the month of February. He seemed to get along so well that he was released and taken home. He remained there for about a week—was again stricken and compelled to return to the hospital. However, from the latest reports he seems to be gaining.

E. C. Meyers, Motorman, Division Five, was in the hospital for a few days under observation.

S. B. Sloan, Flagman, Transportation Department, has been sick since February 10. He always greets one with that same smile, and is very anxious to return to his regular duties.

A. C. Stanley, Flagman, Transpor-

PROMINENT MEDICO BAFFLED!



—Guy Gifford, Div. 1

Dr. Gerald Smith: "Hmm—ahem—er—(He must be the quiet type!)"

tation Department, who has been sick since January 14, called at the office a few days ago. He states that although he is improving he does not feel up to standard yet.

Charlie Shelton, Shovel Engineer, Way & Structures, knows how to get along without tonsils, as he had his removed recently.

L. M. Thomas, Car Cleaner Foreman, Division Five, is in the California Hospital with a bad case of flu.

L. E. Wall, Motorman, Division Four, who is recuperating at the California Hospital from a fractured knee cap and an operation for a hernia, is improving very nicely. He is always glad to see his friends and greets them all with a big smile. We, no doubt, will see him around on crutches very soon.

N. E. Austin, Motorman, Division Five, who has been sick since March 1st, is doing fairly well. Some days he feels as if he is strong enough to work, but can not stand very much exercise as yet.

Frank F. Mennerich, Transfer Clerk, Division Five, made a call to this office a few days ago. Although he is improving, he is not able to resume regular duty.

T. A. Wilson, Conductor, Division Five, expects to be back to work before long. He has been confined to the hospital for an appendectomy.

E. R. Sullivan, Mechanic, Garage, who recently underwent a serious operation, recovered, resumed duty, worked eleven days, was stricken with the flu and again placed in the hospital. I am glad to report that although he is very weak he is getting along nicely at the present time.

Since the first of March the sick list has improved materially and we hope will be back to normal before long. During the recent flu epidemic we endeavored to give every possible service to those who were so unfortunate as to be stricken.

F. A. Keers, Conductor, Division Five, has been spending a few days in the California Hospital. I am glad to report that he is feeling much better.

BELLS

*Our best wishes for long years
of married happiness go
this month to:*



Cyril S. Gaul, Conductor, Division Three, married February 24 to Miss Isobelle Kane.

•
Motorman V. V. Wall (Division 4), married February 21 to Miss June Ballard.

Car Repairer N. P. Murray (South Park Shops), married March 12 to Miss Mary M. Wood.

Safety Operator C. W. Mann (Division 1), married March 16 to Miss Gladys Blanton.

Mechanic George Oliver (16th Street Garage), married February 25 to Miss Evelyn Worden.

YELLS

*Congratulations to those latest
LARY families favored with
"blessed events".*

Donny Ernest, born to Conductor (Division 1) and Mrs. O. O. Hampson on March 14.

Virginia Ann, born to Motorman

(Division 1) and Mrs. B. A. Johnson on February 25.

Wilford Vearl, Jr., born to Machinist (South Park Shops) and Mrs. W. V. Cook on March 9.

Mary Lou, born to Conductor (Division 5) and Mrs. L. O. Blevins on March 16.

Donald Clayton, born to Serviceman (16th Street Garage) and Mrs. Clayton Clark on February 28.

Sharon Raye, born to Operator (16th Street Coach) and Mrs. K. C. Baker on March 4.

Robert James, born to Serviceman (16th Street Garage and Mrs. Edgar Lavenberg on March 11.

Jacquelyn, born to Operator (16th Street Coach) and Mrs. A. D. Du Ree on March 15.

Samuel Frederick, born to Substation Operator (Electrical Power Department) and Mrs. Sammy Van Den Burg on March 19. (Grandpapa—Harry Van Den Burg.

Louise Mary, born to Motorman (Division Four) and Mrs. A. Perry on January 5.

Fred Richard, Jr., born to Motorman (Division Four) and Mrs. F. R. Brown on January 12th.

Frances Irene, born to Motorman (Division Four) and Mrs. E. B. Adams on January 31.

Sally Ann, born to Conductor (Division Four) and Mrs. O. L. Wike on February 18.

John Harold, born to Motorman (Division Four) and Mrs. H. M. Barclay on March 16.

50th Anniversary

Louis M. Runyon, a retired employe, and his wife celebrated their 50th wedding anniversary on March 2 at a gathering of friends at the home of their son, Homer Runyon of the Line Department.

Completes 20th Year

Felicitations to Charles H. Lewis, Checker in the Schedule Department, on the completion March 20th of his twentieth year with the

Los Angeles Railway. Mr. Lewis started with the Railway back in 1911, leaving for a time to live in Portland, Oregon. He came back March 20, 1917, and has been with us ever since.

On Special Roll

James Jasper West, Watchman, Mechanical Department, was placed on the Special Roll effective March 10, 1937. Mr. West entered the service as a Motorman, Division No. 4, December 11, 1912, and was appointed Watchman October 20, 1933.

His present address is 5206 Ruthelen Street, Los Angeles.

Obituary

James Lewis Clarke, Superintendent of Electrical Repairs, who passed away March 30, 1937, became associated with the company at the time Mr. Henry E. Huntington took over the local electrical railways, and has since been prominently identified with the Los Angeles Railway, and had much to do with our advancement since the early days.

Mr. Clarke is survived by his widow, Mrs. Dorothy M. Clarke, and daughters, Sister Mary Agatha, Miss Mary Clarke, and Mrs. Carl F. Bolster.

John Dempsey, on the Pension Roll, died March 1, 1937. He was born in Tober, Ireland, January 1, 1859, and entered the service of this company as an oiler June 1, 1901. He was appointed Watchman February 3, 1925, and placed on the Pension Roll May 1, 1930.

Mr. Dempsey is survived by his widow, son, and two daughters.

Romeo Edgar Ellithorpe on the Pension Roll died March 1, 1937. He entered our service as machinist in the Mechanical Department July 6, 1900, was appointed Electrical Repairer February 1, 1932, and placed

on the Pension Roll September 16, 1932.

He was born in Collinsville, Illinois, October 14, 1865. Mr. Ellithorpe is survived by his son.

Albert Joe Koltenbaugh, Motorman Division One, died February 19, 1937. He was born in Point Pleasant, Ohio, September 12, 1872, and was employed as a Motorman January 9, 1918.

He is survived by his widow. Mr. Koltenbaugh was a member of the Odd Fellows in Monroe, Ohio.

George Duffin, Head Welder, Mechanical Department, died March 17, 1937. He was born in Rawcliffe Bridge, Yorkshire, England, March 14, 1894, and was appointed machinists helper August 16, 1930; machinist February 1, 1932, and appointed Head Welder March 1, 1932.

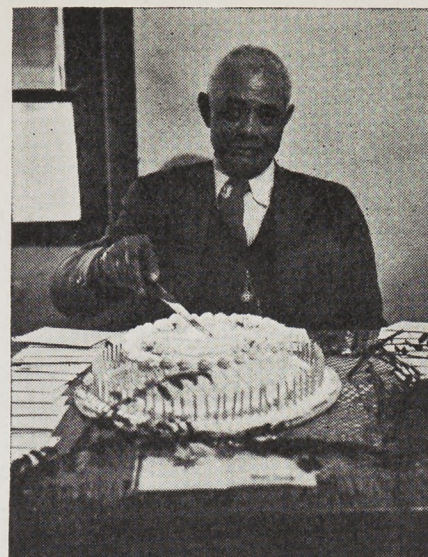
He is survived by his wife, two sons, and a daughter.

The wife of James Hines, Scrubber, Department 20, died March 16, 1937.

Appreciation

Cards and letters expressing thanks and appreciation for the kindness and sympathy extended them during their recent sorrow have been received from:

Victor and Gertrude Muckenthaler; Elsie Duffin and family; Mrs. Frances J. Wilson (daughter of the late Robert C. Jones); Anna M. Recard and family, and Tenna Koltenbaugh.



William E. Wells

William Wells, our Treasury Department Messenger, celebrated his seventy-fifth birthday on April 4, receiving scores of greeting cards and a handsome birthday cake bearing a candle for each year of his life.

Coming to the Railway on March 15, 1891, serving as janitor and messenger (for some time in the personal office of Mr. Henry E. Huntington), William Wells has long been associated with the Treasury Department, a trusted and respected employe.

Entering life as a slave, in the early hectic days of the Civil War, he was sent with his slave parents from Missouri into Texas for safety, his grandfather, a minister among his people, later arranging for the purchase of his daughter, William's mother, and her family.

William recalls as one of his early outstanding memories, the breaking up of the War; the bands and the Union soldiers on their charging gray horses.

Coming to Los Angeles when jack-rabbits afforded plentiful hunting, when Hollywood was not, and land in that vicinity could be had for a song, William has witnessed the upbuilding of a great metropolis.

Here William found Mrs. Wells, still his helpmate, companion and counsellor; here were born his three children long since passed away, and here he prospered and built his comfortable security against the time of old age.

Bullseyes and Misses

Revolver Club Doings

On February 21: We held a three-way match between the Inglewood Police Department, the Los Angeles Motor Coach Company, and the Los Angeles Railway at our range in Inglewood. The Silver Bullet Team won with a score of 1252; the Police Team made a score of 1239, and the LAMC Team scored 1025.

February 28: The first of the contests for the Los Angeles Railway Trophy. The LARY Silver Bullet Team won the Trophy on that match with a score of 1288.

March 7: J. C. Brewer of the Bus Division, J. R. Herring, Conductor at Division 5, and R. J. MacMillan of the Lary Power Department won the second leg of the Distinguished Expert Bar. Denton Garner of the Bus Division and Walter Huse, Conductor at Division 1, won the Sharpshooter Bars. On March 14, one of our team won the Class A .38 event and prize.

March 15: At the regular monthly meeting of the Centinela Springs Revolver Association, special instruction was given in the art of shooting the hand gun. The Los Angeles Railway Trophy was then presented to the Silver Bullet Team, to be held until the next regular meeting at which time it will be presented to the winner of the next match.

Coming events:

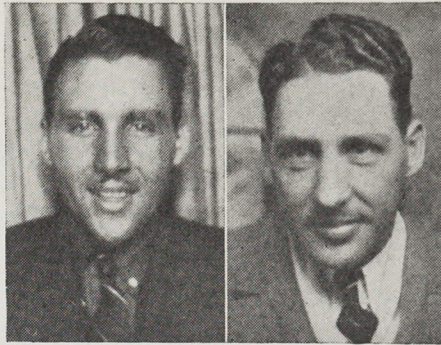
April 19: Regular monthly meeting. Presentation of the Trophy and a talk by Chief of Police Davis of Los Angeles.

April 25: Los Angeles Railway Trophy Shoot.

The Revolver Association holds its regular monthly meetings in the City Hall, Inglewood, at 8:00 p. m., on the third Monday of each month. All those interested in pistol shooting are invited to attend.

R. J. MACMILLAN, *Executive Officer*
LESLIE F. SPARKS, *Secretary*.

Solo-ers



R. O. Lemley

M. J. Lemley

Flying Club

Three of the latest members of the Swift Flying Club, all of whom have soloed are R. O. Lemley and M. J. Lemley, 1353 Wright Street, and R. F. Patin, 1367 West 20th Street.

First of the Lemley brothers to solo was R. O. Lemley who had four hours, fourteen minutes, of dual instruction, and close behind him was M. J. Lemley with only four hours, sixteen minutes of dual.

A new field rule of the club states that the student may practice landings until a poor or bounce landing is made, at which time he must come in, or quit for the day. M. J. Lemley made 12 consecutive landings before he bounced.

R. F. Patin declares that his 213 pounds causes the plane to sink faster and therefore be subject to more bounces.

Let's all wish these new members many "Happy Landings."

Theatregoers Note

Those who patronize the theater will be able to attend Federal Theatre Project plays at a reduced rate, according to advice just received. A 15 cent reduction on the admission price will be given to all Los Angeles Railway employes who fill in cards which may be obtained from department heads or division superintendents. Upon receipt of your cards by the Federal Theater Project, a book of coupons will be forwarded, entitling you to the discount.

Square and Compass Club

On Saturday, March 20, the members of the club enjoyed a delicious ham dinner at the private dining room of the Hayward Hotel. Following the dinner a snappy business meeting was held and tentative plans were made for the third annual benefit vaudeville show. Harold C. Harding was elected a member of the club.

Following the meeting an amateur show was put on by the club members. Judging from the applause and laughs, everyone enjoyed the show. Sooeey Fu Hung Yeager put on some clever tricks, but he came near failing us when he forgot his magic wand. He stated that if he had a gun he could use that, whereupon two-gun Peterson loaned Lloyd one of his cap pistols and thus saved the performance.

On Tuesday, March 23, the club visited Glassell Park Lodge and conferred the degree of Masonry on Brother O. J. Moser of the Line Department.

Retired Employees Association

The regular monthly meeting of the Association was held at Division 4 on Thursday, March 16, 1937. Due to the inclemency of the weather the attendance was smaller than for several meetings. However, we listened to a very interesting talk by Mr. H. A. Perryman, Director of Research. His figures showing the rise and fall of passenger traffic for the last quarter of a century proved of much interest to the membership, as well as his prognostication for the future.

The next regular meeting of the Association will be held April 20, 1937.

D. L. GRAGG, *Secretary*.

They're Out On The Diamonds!

Winding up—



L. L. Wimberly, Supt. of Transportation

**Vernon Yard
and
Division Four
Lead the Way
in Baseball
Openers**

———Waiting For It



Left to right: G. M. Woodward, Division 3, Mgr. of Operations, C. E. Morgan, Umpire Carl Widner.

By C. J. KNITTLE

With close to 400 fans crowding the stands at Lary Ball Park and a brass band to add spirit to the occasion, the Lary Leaguers, on Sunday, April 4, got off to a flying start on their 1937 baseball season.

Lacking none of the features of a big league opening game, the first ball was pitched by Superintendent of Transportation, L. L. Wimberly, and would have been caught by Manager of Operations, C. E. Morgan, had it not been converted into an infield hit by the batter, G. M. Woodward of Division Three. "Woodie," needless to say, made a successful run to first.

Whether this had anything to do with Division Three's bad luck in the opening game will never be known, but it will be noted they took a trouncing from the Vernon Yard lads.

Peralta, the new Vernon southpaw, with a remarkable demonstration of speed, curves and control, held the Division Three boys to three hits and one run. Espana, relieving Peralta in the seventh inning, held them to three additional hits and one more run.

Woodward, taking the mound for Division Three in the seventh inning, stopped Vernon's scoring and the final score, in favor of Vernon, was 16-2.

In the afternoon game, Division Four team defeated the Division Five lads to the tune of 11 to 2. The Division Four players appear to be very well organized this season. Vance pitched an excellent game, striking out fifteen men.

The Division Five club apparently is starting out with a weak pitching staff and Manager Beale will probably be compelled to do most of the hurling to keep up the morale of his teammates.

In spite of the unbalanced competition in both games, the enthusiasm of the spectators never waned. The teams all appeared to have good fan support and regardless of how the game turned, the rooting remained constant.

This series will run for twenty-eight consecutive weeks. The last games will be played October 10, and the winning team, as heretofore, will be awarded the handsome P. B. Harris

Baseball Trophy.

Prominent among the spectators at the opening games were Manager of Operations C. E. Morgan and Mrs. Morgan, Superintendent of Transportation L. L. Wimberly and Mrs. Wimberly, J. Stuart Neary, Executive Assistant, Superintendent Austin Fleetwood (Vernon Yard), Superintendent J. A. Bodley (Division One), Superintendent George Ferguson (Division Three), Superintendent W. H. Snyder (Division Four) and Mrs. Snyder, Superintendent T. Y. Dickey and Foreman Jim Madigan (Division Five), Chief Supervisor Arthur Warren and Mrs. Warren, and Chief Clerk C. C. Netz of the Ways and Structures Department.

The accompanying schedule for all games of the new season is also posted in each department of the Company and all employes and their families and friends are cordially invited to attend the games.

The scores for the two opening games follow:

		OPENING GAME				R H E		
Vernon Yard	733	002	001	—16	12	1	
Division Three	000	001	010	—2	6	4	



DIVISION THREE BASEBALL TEAM. (Standing—left to right) L. E. Barkley, Mgr., L. B. Meek, R. W. Barnett, G. E. Broman, E. J. Christensen, N. E. Wankier, B. S. Evans, C. W. Morris, R. L. Shannon. (Seated—left to right) A. H. McCarter, L. E. Grubbe, G. M. Woodward, W. G. Schmidt, F. J. Matzner, W. W. May, M. A. Triboulet, N. R. Cosgrove, R. P. Martin.

Batteries: Peralta, Espana and Quihuis, Wankier, Matzner, Woodward and Barnett, Martin.

SECOND GAME

	R	H	E
Division Five	000	100	100—2 6 8
Division Four	043	202	000—11 7 2

Batteries: Misco, Lansdowne, Beals and Burlingame, Bartlett; Vance and Stevers, Hancock.

Softball

The Softball season opens April 15, 1937, 7:30 p. m., Thompson Field, on East Florence Avenue.

If you are interested in softball, call George Oliver, Station 305.

Who's Who Answer

Correct identification:

- No. 1—H. T. Tuttle, Manager Car Barn Cafe.
- No. 2—"Big Brother" De Forest F. Tuttle.

1937 LARY BASEBALL LEAGUE SCHEDULE

	April 4	April 11	April 18	April 25	May 2	May 9	May 16	May 23
10:30 A.M. GAME	Vernon Div. 3	Div. 5 Coach	Div. 1 Div. 3	Div. 5 Div. 3	Div. 4 Coach	Vernon Div. 1	Div. 5 Vernon	Div. 5 Div. 4
1:00 P.M. GAME	Div. 5 Div. 4	Div. 4 Div. 1	Coach Vernon	Div. 4 Vernon	Div. 5 Div. 1	Div. 3 Coach	Div. 4 Div. 3	Coach Div. 1
TEAMS OFF	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1	Vernon Div. 3
	May 30	June 6	June 13	June 20	June 27	July 4	July 11	July 18
10:30 A.M. GAME	Vernon Coach	Div. 3 Div. 5	Div. 4 Coach	Vernon Div. 1	Div. 4 Div. 3	Div. 5 Coach	Div. 3 Div. 1	Div. 4 Vernon
1:00 P.M. GAME	Div. 3 Div. 1	Div. 4 Vernon	Div. 5 Div. 1	Div. 3 Coach	Div. 5 Vernon	Div. 4 Div. 1	Coach Vernon	Div. 5 Div. 3
TEAMS OFF	Div. 5 Div. 4	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1
	July 25	Aug. 1	Aug. 8	Aug. 15	Aug. 22	Aug. 29	Sept. 5	Sept. 12
10:30 A.M. GAME	Div. 4 Div. 1	Vernon Div. 3	Div. 5 Div. 3	Div. 4 Coach	Vernon Div. 1	Div. 5 Div. 4	Div. 4 Div. 1	Coach Vernon
1:00 P.M. GAME	Div. 5 Coach	Coach Div. 1	Div. 4 Vernon	Div. 5 Div. 1	Div. 3 Coach	Vernon Div. 3	Div. 5 Coach	Div. 1 Div. 3
TEAMS OFF	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4
	Sept. 19	Sept. 26	Oct. 3	Oct. 10	Coach vs. Div. 1 in First Quarter will play on an outside diamond. Div. 3 vs. Vernon in Second Quarter will play on an outside diamond. Div. 5 vs. Div. 4 in Third Quarter will play on an outside diamond. Coach vs. Div. 1 in Fourth Quarter will play on an outside diamond.			
10:30 A.M. GAME	Div. 5 Div. 3	Div. 1 Div. 5	Vernon Div. 1	Div. 4 Div. 3				
1:00 P.M. GAME	Div. 4 Vernon	Coach Div. 4	Div. 3 Coach	Div. 5 Vernon				
TEAMS OFF	Coach Div. 1	Vernon Div. 3	Div. 5 Div. 4	Coach Div. 1				



Division One

C. J. BAYLOR

We of Division One are very much elated to have Mr. James A. Bodley, formerly Chief Dispatcher, as our new Superintendent. It is our hope that Superintendent Bodley will derive as much enjoyment from his new duties as we of the Division will have in giving him our utmost cooperation at all times.

Mrs. B. C. Ball, mother of Motorman J. D. Ball, arrived in Los Angeles on March 10, for a visit with her son. It is the first happy reunion for seven years between mother and son.

Conductor M. W. Hockgraef has been doing the bachelor act for the past month while his wife is vacationing in Oregon.

Motorman T. Bryson has returned from a two weeks leave spent in Gainsville Texas.

Two Gun Jimmy



James Edward Webster, four, grandson of Motorman and Mrs. James E. Kenney.

Motorman R. J. Orphan, who was employed in September, 1920, has a record that will be hard to beat. Not one missout in nearly seventeen years. (boy, oh boy, I wish I could go just one year without a missout).

Motorman W. A. Guthrie is the proud possessor of a new Oldsmobile.

Horseman



Norman, three-year-old son of Motorman and Mrs. C. Meachum.

Conductor A. E. Plaxton is now the regular night man in the tower at Ninth and Main, with yours truly attempting to fill Al's shoes as relief man.

Conductor O. W. O'Neil, who has been on the sick list for the past few months, is back on the job again. At the present time he is flagging.

Motorman J. D. Pugh, who has been confined to his home for some time with a bad leg, is back pulling the switch at Seventh and Central.

Due to on oversight on my part, in the last issue of TWO BELLS the

following births were omitted:

Dean Erroll, born to Motorman and Mrs. E. A. Morris on January 18.

William, born to Conductor and Mrs. T. T. Gennusa on January 14.

Motorman W. R. Fleck and C. P. Polin seem to be having a little friendly competition with their Boy Scout Troops. At the present time Scoutmaster Bill has about thirty-six registered scouts, while Scoutmaster Carl has forty registered scouts.

Conductor J. E. Caverly took the first week in March for a little trip to Oakland and San Francisco.

Conductor R. B. Means, who is the hard working Captain of our baseball team says, "The baseball team of Division One is showing more championship form at every practice, and I feel confident that we will have the best team in the LARY league this year."

Here is the starting lineup of the baseball team: E. E. O'Niell, 2nd base; R. B. Means, pitcher; A. J. Bell, center field; A. F. Hedrich, catcher; R. E. Dorsey, left field; E. A. Sears, shortstop; H. M. Ferguson, 1st base; H. Ven Unen, right field; J. R. Butler, 3rd base; J. L. Carney, pitcher; R. E. Beckett, catcher and coach; M. S. Jacobson, catcher; C. E. Green, outfielder; R. E. Priest, outfielder.

Virgil & Santa Monica Coach



D. S. COBURN

Operator J. E. Parker recently made a hunting trip in the vicinity of Bakersfield, and repeated the same trip a few days ago at the request of a certain officer who was patrolling that district. It is rumored that he

BACK FENCE



donated quite liberally to the coffers of our state.

Supervisor Newen has parted with his faithful Buick, and is planning the purchase of a new car in the near future.

Operator T. G. Peters has resigned to accept a position with an insurance company in Kansas City.

The announcement that the employes of the Los Angeles Motor Coach Company would be given free transportation between their homes and work was met with much enthusiasm, as many of the boys will benefit greatly by this new privilege.



Warren James, age one year, son of Conductor and Mrs. Warren Knight

Operator Dave Sporman is back to work after many weeks on the sick list. We certainly missed Sporman as he usually furnished us with some very good news for our column.

Mr. Patton's office has been transformed into one of the most modern that we have seen. It has been completely redecorated and equipped with indirect lighting.

Miss Cohen, of the general office showed up for work a few days ago

with her eye bandaged. She claims to have hit herself with a coat hanger, which is quite an original explanation.

Leonard Srack, our day dispatcher, is still wondering what happened to him when he found himself flat on the floor of the office a few days ago. He tried to sit in a folding chair and it let him down with very embarrassing results.

The traffic School, which was being held at Virgil, has been completed. The results of the examination have not all been received as yet.

The many friends of Ernie Gorton were saddened to learn of the death of his father, who passed away after a lingering illness. We wish to express our sympathy to Ernie and his family.

Welcoming the following men entering the service: F. P. Webster, R. M. Rice, R. E. Johnson, W. F. Farrell, H. B. Reeves, T. G. Thompson and H. T. MacDermot.

MECHANICAL DEPARTMENT

Henry Forsberg, Master Mechanic, is proudly displaying a new Buick.

The Los Angeles Motor Coach Maintenance Unit is the name of the group formed in the Mechanical Department to represent them in collective bargaining.

Harvey Sharpless is getting up in the world, having moved upstairs in the Motor Department, taking the place of George Smith, resigned.

Mechanic George Clink has been transformed from 54th Street Garage to Virgil.

*Worry less and work more,
Ride less and walk more,
Frozen less and laugh more,
Drink less and breathe more,
Eat less and chew more,
Preach less and practice more.*

It's the empty car that makes the most noise.



Division Three

L. VOLNER

Basketball has furnished thrills galore for the past several months and now comes the grand old game of baseball. While the boys of Division Three are working hard preparing for the opening of the season, they can't help but express their certainty of bringing the trophy back to the place where it belongs, and that is none other than their own Division. Manager Barkley says he has some very good material and thinks that those of us at Division Three will be well repaid if we take a day off once in a while and go out to see the boys perform.

After several unusually very quiet mornings in the assembly hall about four thirty a. m., everything is OK again for Motorman E. H. "Chief" Meyers is back on the job after a severe cold which caused him to take several days off. Motorman G. R. Chapman and Johnnie Ott seemed lost at Mr. Meyers' absence and they, as well as the rest of us, are glad to see him back on the job.

While recuperating from an attack of influenza, Conductor S. E. Park is visiting relatives in Texas.

Motorman A. A. Bell has returned from a visit with friends in various parts of Texas. He reports a very enjoyable visit.

In spite of the unusual high price in vegetables, and other things needed to satisfy the wants of the inner man, Manager Tuttle of the Car Barn Cafe is very optimistic regarding the advent of spring. Harry says the recent rains have put the grounds in good condition for fresh vegetables, and it won't be long until we have

strawberry shortcake a mile high and everything that goes with it.

Spring has come—Foreman Reid has already begun his springtime visits to the beaches off the coast of Southern California.



Shops

F. ARLEIGH FRAZIER

Howard Prudhom has started a wood yard at Glendora.

Erny King isn't buying eggs from Safeway now, as his chickens are laying again.

Tommy Standish says it is great to get regular meals again instead of beans for thirty days straight.

The last hard rain we had we found our friends—Monroe and McDermott—the former taking the latter home for the promise of a large glass of wine. On arriving home he went to the ice box, got out the jug and poured them both a generous helping. After downing, it was discovered to be vinegar, the wife having poured the wine down the sink.

Bill Thun is in the market for a new Willys, if they will only allow him \$5.00 on his Erskine.

Bill Leisure is planning catching lots of trout this season as he has already been out to R. M. Allen's and made arrangements to trade them for produce.

Tom Fowler was off a week with a sprained arm, and on his return took Erny Sayres place.

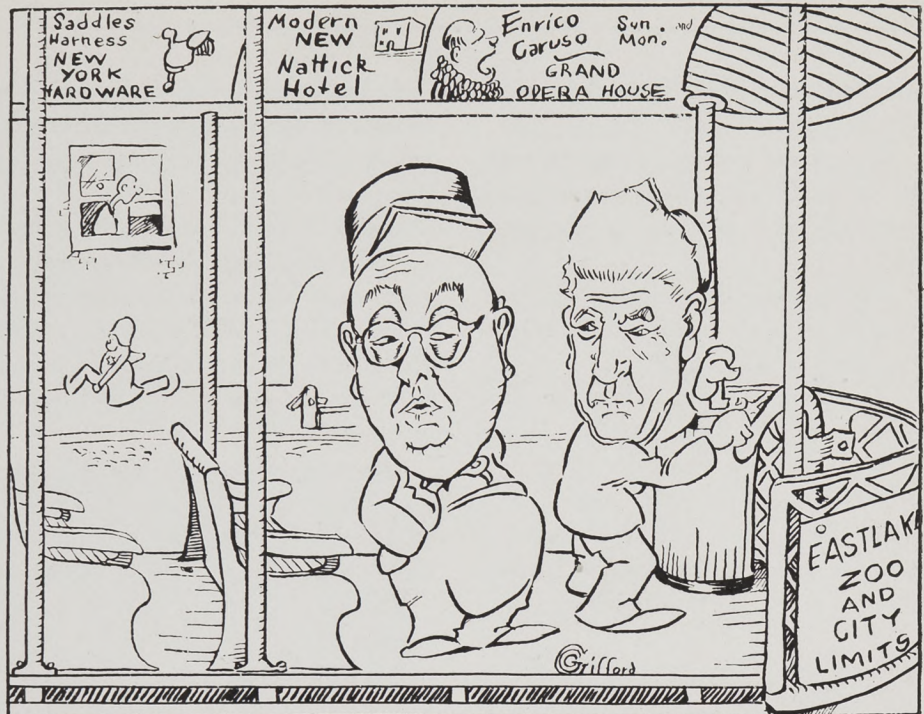
Any one who likes betting, see Fred Andrus in the winding room. Make a bet with him and you are sure to win.

Introducing and extending a welcome to the new men in the carpenter shop: H. F. Coil, F. G. Todd, S. G. Reeves, C. M. McKinney, E. K. Harris and J. L. Barton.

Bill Atkinson and A. Morales have returned to work from sick leave.

Clyde Campbell will soon have enough saved up to buy a new Willys, and if he hits the Chinese lottery he will buy two.

A Few Years Ago . . .



—Guy Gifford, Div. 1

"What's that awful racket ahead, John?"

"Horseless carriage, Fergy. We've got to stay 'way back—they're not safe!"

(Geo. Ferguson, Supt. Div. 3 and John Collins, Supervisor of Safety)



Division Four

C. J. KNITTLE

Not many weeks ago the Transit Employees' Association requested the Company to negotiate for a contract respecting wages, hours and working conditions. This, the Company readily agreed to do under one condition; that the committees to conduct the negotiations be elected by all employes of each department whether members of the Transit Employees' Association, or otherwise, and that those elected be given authority by the employes to act for said employes in the negotiations for a contract. The Company will negotiate only with these duly elected committees on the understanding that these committees were elected by the employes to represent them in this

undertaking. The agreement which is finally arrived at will be an agreement by and between the Company and the employes, by and through these chosen representatives, the committeemen.

The action taken at this Division in immediately forming a committee of seven employes to canvass all Division Four employes and urge them to submit their personal opinions regarding wages, hours and working conditions, is probably typical of the procedure taken in all departments.

The response to the committee has been very gratifying. Five and one half sheets of typewritten suggestions (58 articles) copied from the suggestion forms are now being displayed on the bulletin board.

The men have been very free in expressing their views and, it is generally believed, a satisfactory agreement will eventually be reached.

We are still curious to know what Supervisor E. J. Pecoud is going to do with the \$7,070.00 he won in the recent Irish Sweepstakes. That is the amount his horse, Didoris, paid for being drawn to run.

Conductor D. I. Robison who was seriously injured in a freak accident in the trainmen's room about six weeks ago is back on the job again and feeling much better. Robison, it appears, bent over to tie a shoe lace and something snapped in his spine. Unable to straighten up and in severe distress, medical aid had to be summoned and Robison was forced to spend the following four weeks on the sick list. It was just another oddity of life, like the gentleman who sneezed and fractured three ribs.

Line "P" crews received a new schedule recently. Five full runs were added. The shake-up was held March 11th and took effect on the 14th.

Sincere sympathy is extended to Conductor S. C. Hodel whose mother passed away at the family home in Bakersfield on February 28th. Mrs. Hodel is survived by her husband and seventeen children.

A story has been circulating around the Division that a certain conductor on Line "P," after picking up a large crowd of passengers at the west terminal, discovered a large police dog had also boarded and was making himself comfortable in the corner by the off-side door. The conductor inquired of the passengers, but no one knew to whom the dog belonged. The conductor's next move was to eject the fierce looking canine. This resulted in a volley of snaps and snarls from Mr. Dog and, to make a long story short, the car left the terminal with the animal still aboard.

Five minutes later the conductor yelled "Western Avenue!" and the dog crawled out from his corner, walked to the exit, growled a little and although no one else was boarding or alighting, the conductor stopped the car—the dog got off and trotted up Western Avenue.

Now Is The Time To Make That Desert Trip

By HOWARD L. JONES,
Staff Photographer

EDITORS NOTE: Stepping out of character for a moment, our staff photographer, whose covers and other photographs have been much admired in recent issues of TWO BELLS, turns author and gives us a word picture of his recent trip to view the wild flowers now abundant in the desert. Howard is a real desert enthusiast and his glowing account of the desert's beauty at this time of the year prompted us to suggest that he give the readers of TWO BELLS an outline of his trip—with the thought that many of them might wish to take a look-see for themselves. Following is Mr. Jones' account of his desert jaunt, which was shared by Mrs. Jones:

"We found it hard to rise before 4:00 a. m., but remembering that we were preparing for a trip to the desert and there was



no work on the calendar for the day, we soon forgot the inconvenience of rising at such an early hour in our haste to get started.

"Riding out Huntington Drive we followed picturesque Foothill Boulevard, U. S. Highway 66, to Monrovia, Glendora and San Bernardino, then continuing on Highway 99 thru Redlands, Beaumont, Banning and across the desert to Indio.

"On our return trip we followed a route which led us through Indian Wells, Palm Canyon, Palm Springs

and back again on Highway 99, which took us over the beautiful new Valley Boulevard and shortened the distance considerably.

"For an accurate map of the trip, stop at any Richfield Service Station and ask for their new flower book. It is attractively printed in color and



contains similar motor-logs to the one described.

"Six miles this side of

Indio, the verbena and primrose stretch for miles on both sides of the highway. They are more beautiful and plentiful than they have been for fifteen years, and it is expected that the late rains will make them last most of April. Just beginning to bloom are the barrel and cholla cactus, with smoke-tree and ocotillo to be found near Indian Wells.

"The ancient palms lining Palm Canyon and the profusion of bright cherry blossoms in Banning contributed further to our enjoyment of the trip and provided splendid material for the cameras, which were kept busy all day.



"Although transplanted, the desert lily is becoming more and more abundant,

and undoubtedly adds to the beauty of the scenery. The one pictured with her bicycle and bright bandana is seen admiring our Pontiac shortly before we left on the homeward trail."



16th Street Coach

CHARLES H. HARDY

Sun Tan Fan



Robert, two-year-old son of Operator and Mrs. R. C. Tagney.

Harold Hall who owns a horse did a "Paul Revere" the other night from Compton to El Monte where he lives. He arrived home on the hayburner just before dawn after riding all night.

Emmanuel de Fernando Salazar Gomez, Jr., better known as George Goehler, recently went to Mexico on his third wedding anniversary in memory of his boyhood days.

The latest new equipment is a Chevrolet Coach belonging to Denton Garner and a Chrysler owned by H. A. Koll.

The bunch on Beverly Boulevard wish to congratulate O. O. Obenshain on the efficient manner in which he is handling his new assignment as night supervisor of Beverly Boulevard. We all agree "Obey" is a regular guy.

"Squeezins" Clark claims that there is no eating tobacco that can com-

pare with that which he used to make way back yonder.

E. Flanders has good reserved parking space which he will let out to the boys for fifty cents a month.

K. R. Handley, our esteemed riding instructor, is receiving packages through the mail from his former brother operators.

A. G. Gribbling and Pop Campbell, who were on a lengthy sick leave, are back at work.

"Spider" Webb and Godfrey, our affable office boys, are staging a feud fit for the movies, over who will empty the waste paper basket.

We are glad to announce that J. L. Schnyder is out of the hospital and receives visitors at home.

The L. A. Ry. Coach Division baseball team administered a crushing defeat to the Elysian Park Sluggers owing in part to the fine playing of "Shorty" Mullen. The score being 9 to 6.

H. M. Delaney is off of cheap gas. He claims that it ruined his carburetor and fuel pump.

C. O. Morse paid a visit to Sixteenth Street recently. Needless to say, we were all glad to see Charlie again and to see him looking so well.

New men to enter the service recently were Ray Turner, B. H. Smith, J. M. Roberts, M. N. Stoner, F. M. Rouse, R. R. Campbell, E. G. Davies, F. J. McKeen and K. W. Morrow.

Garage

Ed. Sullivan who had just returned to work after recovering from a serious operation, returned to the hospital with a bad case of the flu. Ed has recovered and is trying to put on weight.

Joe Crawford who recently watched our bowling team in action says that anyone who can see strikes, turkeys, cherries, splits, doubles and other bits of nonsense in a bowling game can stretch their imagination farther than he ever could. Why anyone should get so excited when the score keeper gets four or five x's in a row

after his name is beyond his comprehension.

The second shift reports that Bud Taylor is all tied up in the gentle art of jujutsu.

Hollis Creager is getting his boat ready for a season on the salt water. With the motor tuned up and the odds and ends cleaned out of the gas tank he feels that oars will not be necessary equipment from now on.

Art Leisure tried out his new car around Palm Springs recently, but as the heavy Sunday traffic only moved about twenty feet at a time the only thing tested out was his patience.

The Second Shift can no longer detect Butane leaks since Irving Jones and Bud Taylor have been bringing limburger cheese in their lunches.

New men in the Garage are G. Cater, V. McDonald, T. Cadle, M. Cass, H. Froby and Percy Bosanko (who has been with us before).



Division Five

FRED MASON

First of all we must congratulate Manager D. D. McClurg and his Basketball Team in bringing to this Division the P. B. Harris Basketball Trophy. The whole Division joins in congratulating these boys and we are all looking forward to the opening of next season, which, we hope, will be even more successful than the one just past.

We are looking forward to the time when our office force will be back at full strength. First of all our transfer clerk, Frank Mennerick, took sick the latter part of December and is still off—then Conductor Frank Keers, who was pinch hitting for him, was taken to the hospital on the 1st of March, and now our afternoon clerk, Mr. Paine, is home. Warren DeMuth was off the first two weeks in March but we are glad to see him back on the job, and hope it will not be long before the rest of the boys are back.

In order to solve the missout problem, Conductor L. E. Tedrow invested in an electric alarm clock. He attached it to his reading lamp, and after glancing over the evening paper, reached up, turned off the light and in no time he was in slumberland. Came the dawn, but no alarm and Tedrow sleeping peacefully. When he did wake up he discovered that the time on his clock was the same hour at which he turned his switch off the night before. "By golly," he said "that's like trying to run a street car without the trolley up."

To you fellows who complain of not receiving "Two Bells" may we suggest that before leaving the house just jot your address down and turn in a change of address slip, and "Two Bells" will be delivered right to your door.

"That guy McClurg and his basketball players have sure put me on the spot" said Conductor C. P. Pendergrass, who, by the way, is manager of the baseball team. "That's O. K. by me" he says "I've got some good material this year and nobody is going to win any ball games from us until the last man is out." Attaboy "Pendy" old kid. We'll be out there rooting for you.

To motorman C. E. Carlson, who is breaking in as Supervisor, we wish the best of luck.

The boys of Division Five join in expressing their heartfelt sympathy to Conductor Ed. Marceau whose mother passed away recently.



Jack Dempsey passed away on March 1st. We all knew him as a true friend, and our sympathy is extended to the family.

A very subdued Charlie Shelton paid a visit to the Yard on his way home from the hospital, following an operation for the removal of his tonsils.

Ed Fleming is gumming along nicely since the removal of his teeth. The high light for him during the ordeal being a two hour session to extract one tooth.

The score now stands three to two for the girls in the Jack Robinson family, since the advent last month of little Nancy.

Leno Preziado made a trip to Tijuana last month, visiting friends in the border town.

Jack Harris is the new manager of the Vernon Yard ball team. Here's hoping for another pennant, Jack.

Caryl Thompson and his scrappy little gang of basketball players did not win the championship in the season just ended, but they did win the respect of their opponents. Look out for 'em next year.

Pablo Vasquez, Oiler, has been off duty for some time suffering from a stomach disorder. He is being relieved by Jesus Rosales from Medina's gang.



F. F. ROBEY

Division One

Clay Heywood made a trip over the week-end to Lake Elsinore and Capistrano.

V. R. Bell made a trip to his ranch over the week-end, also visiting "Jim" Griffith while there. Jim is much improved in health.

"Jim" Bradley recently traded his Studebaker Coupe in on a new Studebaker Sedan. It certainly is a classy car. "Jim" and Mrs. Bradley made a trip to Cambria Pines, returning through Bakersfield.

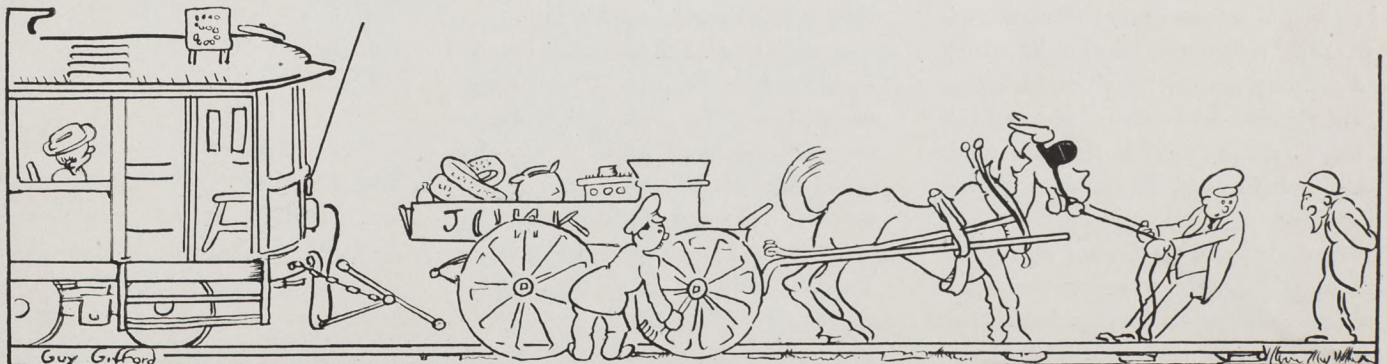
W. H. Moore, our Division Clerk, recently made a week-end trip, visiting Boulder Dam, Las Vegas, Beatty, Rylite, Bullfrog (in Nevada) and down through Death Valley, seeing all the points of interest on the way, covering 900 miles in two days. He reports cool weather all the way.

Division Two

Now that some of the new P. C. C. Cars have arrived—Old Division Two welcomes the intrusion of various visitors—just like in the old days.

The annual shake-up or choice of watchmen has happened again and we see a few new faces on the job, but they are old timers, who are getting acquainted with the job and all of the boys.

Miss Annie L. Hunter has been transferred to Division Five and made a regular cleaner.



"He says his grandfather was a horse-car horse!"

L. D. Gordon, Instructor on P. C. C. Cars, seems to know this Division. He recently walked into Doc Robey's Office and said, "I am back home—where can I put my junk?" Needless to say, he was taken in and made to feel at home.

Division Three

Bud Murphy is the new cleaner. Glad to have you, Bud.

P. Westbrooks and M. Mathews have returned after a long spell of flu.

G. Atkins is still trying to raise a moustache.

A. Small is the new night repairer at Division Three, replacing R. Smith, who was transferred to Division One days.

George Treneer has a cut over his left eye. He claimed he hit it on the new Buick.

Division Four

Charlie "Grandpa" Furrer announces that he is now the proud grandfather of a fine boy, born February 25, to his daughter Josie. Charlie says he is going to be a fisherman.

W. B. Musselman is the new car cleaner here. He replaces R. C. Ritter, who has gone back East to finish school.

L. R. Lewis, who has been off for a month with an injured leg, reports he hopes to be back on the job soon.

George Smith, Division Four Governor of the Employees Association, is making a drive for new members and it looks like he is going to make it one hundred per cent.

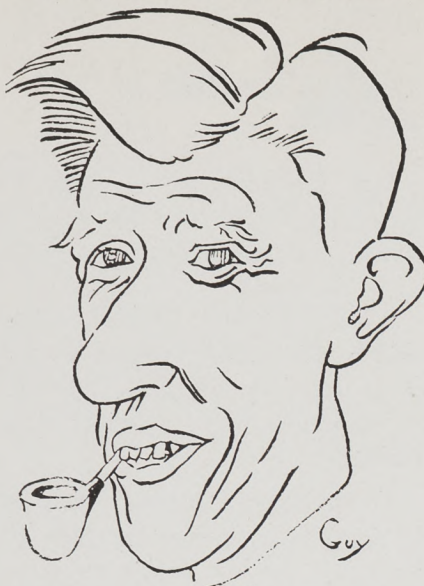
Division Five

During the recent unusual rains in Lennox, a coast cutter drew up to W. Ellis' house and asked if he wished to be rescued. "No," cried Slim, "I'll stick to the house till she sinks."

E. S. McCammon is the new man on the wash rack. Welcome to Division Five.

Our clerk had a dream the other night. It seems he was receiving telephone calls for B. O. fare boxes. He got up to 36 and then the alarm went off and that was no dream.

Pen Picture of Our . . .



Newest Superintendent

"Soapy" Boen and wife report that their house was entered and some jewelry taken while they were at work.

Our Assistant Foreman, G. P. MacQualters, has brought a lot of restricted territory—and this means Mac is going to build a real home some day—luck to you.

S. D. Marsden and H. F. Compart have been transferred to this Division as car repairers. Glad to have you with us, boys.



ELECTRICAL



WALTER WHITESIDE

We have it from good authority that certain wives broke up the C. S. Club.

B. I. Boughton was severely burned on the hands and face recently while working on one of the machines in Central Sub.

On the same day, another operator, S. H. Phillips, while working at home in his yard, fell and broke his leg.

A suggestion was put in the suggest-o-gram box that Nels Lane wear a large rubber tubing so that when he falls in the division pits he will bounce right out again.

The latest fad to strike the Line Department office is to wear unmatched sox. But why did both of these participants hurry home to change their clothes?

Miss Lander and Miss Howell wish to publicly thank Heine Messner for taking them home during the down pour.

The Trading Post

FOR SALE: Lot 50x150, paid for with all improvements. In 1100 block on Walnut Street, San Gabriel. Price \$550.00, terms if desired.

M. F. Hurst, Conductor, Div. 1, 214 East 82nd Place, Los Angeles.

A SNAP: \$2,650.00. 2 bedroom home ½ block from Whittier Blvd. Hardwood floors, tile sink. Large master bedroom and back porch. A wood floors, tile sink. Large Master Bd. rm. and Back Porch. A real buy. 15 minutes to Division 1. Conductor A. G. Rex, Div. 1, 939 So. Alma Street.

FOR SALE: Large console Victrola with 50 records and 130-egg encu-

bator. Both in good shape, \$10.00. R. H. Manning. Conductor 364, Div. 4.

FOR SALE: Handsome upright, grand piano, and furniture. priced low. Breaking up home. Call EX 4151. Ask for No. 306 between four and six p. m.

FOR SALE—Lot, 40 x 140 feet, near Weber's Show Case Factory, 56th and Avalon. Priced very low—\$500.00. Call Henry Hansen, 360 W. 82nd St., Phone TW. 3358.

Two unused pilots for gas heaters. See Mr. Yeager of the Line Department.

Visiting the Vets

Veterans of Foreign Wars

By R. T. GAMBLE, *Commander*

Southwest Post conferred the Ceremonial Initiation on a class of 35 Comrades on the evening of March 17. Those who were not present missed one of the finest and largest V.F.W. meetings ever held in Southern California.

The Ritual Team of South Gate put the work on for us and we surely owe them a vote of thanks.

We had a large number of visitors in attendance, among whom were several Department and National Officers, also a number of Post Commanders.

After the ceremony we held open house and a large group of Comrades from the Rough Riders Post of the American Legion dropped in on us, accompanied by their ladies.

We then partook of the luncheon which had been prepared and until the early morn the Comrades proceeded to get better acquainted with Buddies by exchanging stories of those things which happened over on the other side back in 1917, 1918 and 1919.

You Comrades who do not attend these meetings are sure missing out on some good times. Those who are eligible should join up and enjoy these meetings with us. The largest part of our members are employes of the Los Angeles Railway and you will be right at home.

We are putting on another dance on April 24 at the V.F.W. Hall, 5829½ South Broadway. Tickets 25 cents. An invitation is extended to all the LARY family.

American Legion Post 541

By R. H. MANNING, *Adjutant*

Well, Comrades, you don't have to make any excuses for not being at the meeting March 15 as we all know how it rained, and how you had to work overtime. The ones who did show up paid a visit to the Cosmopolitan Post 543, where they witnessed the dedication of their Colors and a very fine program.

The Commanders and Adjutants breakfast of the 17th District held Sunday, March 14, and sponsored by the Los Angeles Railway Post, was well attended and there was a good meeting after breakfast.

Don't forget Tuesday, April 6, will be our next meeting night, so be sure to be there. Monday night, April 19, will be our social night with the Auxiliary and initiation of new members. The work will be put on by the 17th District Ritual Team. There will be entertainment afterward.

Our membership is coming right along, so any of you Comrades that haven't joined us yet, get busy and do it now.

American Legion Auxiliary

By BETTY LEASMAN, *President*

On March 6, at McCormack's Hall, the Auxiliary sponsored its first card party. I am sure the Comrades and several of the Auxiliary members who played pinochle will agree with us that it was a big success. Our Ways and Means Chairman, Mrs. Jackson, has several good plans under way for the Auxiliary.

Hospital Chairman, Mrs. Paula Chilcoat, visited our ward at Sawtelle, taking magazines and other reading

matter to the boys there. On March 23, our Auxiliary is co-hostess in sponsoring a card party at Sawtelle.

Several of the Auxiliary members attended the fine program given at Sawtelle on the evening of February 28. They also assisted the Post in serving the 17th District Commanders and Adjutants breakfast Sunday, March 14.

The Auxiliary has adopted a Camp Fire girl, one which we are all proud of, and as this is Camp Fire Week some of the Auxiliary members visited the local Headquarters.

The members of the Auxiliary extend their sympathy to Comrade Marceau and his family in the loss of his mother.

A bit of Eddie Cantor's wisdom: "A head never begins to swell until the brain stops functioning!"

Two good rules—The Golden Rule, and Safety.

Be pleasant until ten o'clock in the morning and the rest of the day will take care of itself.

"Man is falling behind the machine," states the author of a magazine article. Well, that's a darn sight better than falling in front of it.

Veterans' Club Auxiliary

By THERESA V. MADIGAN, *Sec'y*

If you were not at the card party held at the home of our Past President, Mrs. Helen A. Nelson, on Saturday, March 13, you surely missed a good time. After an enjoyable evening of cards, the committee served a delicious spaghetti supper. After the tally cards were added up Mrs. Alice Deane was awarded first prize for the ladies, and Mrs. Josephine Clark second prize. Dick Hoyle, having high score, won the gentlemen's first prize, and Sam Deane took home the second prize. Mr. C. D. Clark and your secretary had a very bad night at the card tables, but a swell time with the spaghetti and were awarded consolation prizes.

Meet The Champions

Division 5 Wins 1936-37

Basketball Laurels

By C. J. Knittle

Hats off to Division Five, ladies and gentlemen, the Champions of the 1936-37 Season. Yes, Sir, the hoopsters from the sea gulls' roost have won the Lary League Championship and on another page of this issue, you may read about the basketball banquet and the presentation of the P. B. Harris Basketball Trophy.

As a great deal of space will be required for scores, statistics and pictures, I will, of necessity, be brief in this personal comment but there is one thing I would like to state once more and that is this: The sportsmanship throughout the contest was wonderful. I believe every player in this League entertains the same theory of competitive sports—that the main issue in life is not the victory but the fight; that the essential is not to have won but to have fought well. Those are the words of Baron Pierre de Coubertin, founder of the modern Olympic games, who added, "To spread these precepts is to pave the way for a more valiant humanity, stronger, and consequently more scrupulous and more generous. These words extend across whole domains and form the basis of a healthy and happy philosophy."

Speech!

Manager D. D. McClurg, after a bit of coaxing, has agreed to tell the readers of TWO BELLS just how he feels about winning the Basketball Trophy for Division Five. Here are his sentiments:

"To win in any competitive sport is thrilling, but winning a championship gives one a thrill and satisfaction that is beyond expression in words. Not only am I proud of our



Presenting the 1936-1937 winners of the P. B. Harris Basketball Trophy. These boys are from Division Five and reading from left to right are—Front row, Conductor W. A. Ullrich, Conductor D. D. McClurg (Manager), Motorman B. D. Scott. Back row—left to right, Motorman E. T. Temple, Motorman R. W. Pace and Conductor W. B. Smith.

team being the winner, but I am proud of each individual player as a man and a fellow-worker.

"To be a winner at either work or play requires team-work. To this I attribute our success this year. Our team was always a five-man team, no individual stars, and all were striving for the same objective.

"It takes quite a sum of money to

provide gymnasiums and furnish referees, scorekeepers and timekeepers for a season of basketball and I am glad of this opportunity to say that the management of our Company took care of this matter willingly and cheerfully.

"Here's hoping to see you all next season. We'll be in there, shooting for the cup again."



Basketball banqueters face the camera. Held at the Cafe De Paree, the dinner was voted the most successful Lary Trophy Banquet ever held.

Basketball Trophy Presented

One hundred and four basketball players of the Lary League, with their ladies and eleven executive officials of the Los Angeles Railway, were guests of the Company at an informal banquet on March 20 at the Cafe de Paree. The occasion was to pay tribute to the members of the Division Five Basketball Team, Champions of the 1936-37 season.

The beautifully decorated banquet room symbolized the approach of springtime. Thousands of Southland flowers of every hue adorned the tables and a large bank of the varicolored blossoms rested on the speakers' table. Easter novelties, smartly costumed rabbits and packeted chickens were all a part of the elaborate scene, and at each plate was placed a souvenir medal of the inaugural ceremonies of Los Angeles' new streamlined street cars.

When the banquet dinner was finally completed, Mr. J. Stuart Neary, Executive Assistant to President Lucius S. Storrs, introduced the official guests: C. E. Morgan, Manager of Operation; L. L. Wimberly, Superintendent of Transportation; R. A. Pierson, Superintendent of Personnel; Ben Schupp, Purchasing Agent;

Mrs. Janet C. McNeill, Special Representative and hostess of the banquet; George E. Ferguson, Superintendent of Division Three; W. H. Snyder, Superintendent of Division Four; T. Y. Dickey, Superintendent of Division Five, and William Hollenbeck, President of the Transit Employees Association.

Mr. Neary also introduced Mr. H. A. Perryman, Director of Research. After thunderous applause, it was discovered that he was not among those present but this may convince Mr. Perryman that Mr. Neary did say a lot of nice things about him.

With a glowing tribute, Mr. Neary introduced the speaker of the evening, President Lucius S. Storrs.

President Storrs informed the participants that he would limit his speech, that he was glad to see the sporting element so well developed among the men, that much praise was due those who give their time and energies to the promotion of athletic activities in this way and that he was certain the development of competitive effort and team spirit will make the Los Angeles Railway outstanding in this community.

When the applause finally died down, Mr. Neary, in an equally short address, paid his personal tribute to sportsmanship, stating that one of the greatest assets of competitive sports is that it makes men good losers; that while only one team can receive high honors, the honors go to all because they competed well and what they have gained cannot be taken away.

Mr. Neary then asked the members of Division Five team to come forward and after congratulating them for their remarkable success and ultimate winning of the championship, presented the Trophy to the team and an individual gold basketball charm to each player, a gift from the Los Angeles Railway Company.

Another volley of applause followed, and when it eventually died down Superintendent of Motor Transportation, Mr. F. C. Patton, presented a personal prize of five dollars to M. V. Lehman, star forward of the 16th Street Coach team, for being selected as most valuable player of his team. Superintendent Patton also presented five dollars to Guy B. Dossey who had been selected as the most valuable member of the Los Angeles Motor Coach team.

After the presentation of awards, seven professional song and dance numbers were presented and the balance of the evening was devoted to dancing.

The entire occasion was, without question, the most impressive LARY Trophy banquet ever held.

League Officers Relected

At a meeting of the Board of Managers of the Los Angeles Railway Basketball League on March 17, the official staff was unanimously re-elected for the 1937-38 season. In other words, Harry W. Gilmore of Division Three will again preside as President, D. D. McClurg as Secretary-Treasurer, and C. C. Jones of Division Five will be Official Scorekeeper.

Final Standings

Highest Scoring Players

LEAGUE STANDINGS

	Won	Lost	Pct.
Division Five	11	2	.836
16th St. Coach	9	5	.639
South Park Shops	8	6	.568
Vernon Yard	8	6	.568
L. A. M. C.	7	6	.532
Division Three	7	7	.500
Division Four	5	9	.355
Division One	0	14	.000

HIGHEST SCORING PLAYERS

	Field Goals	Free Throws	Total Points
Pace, Division 5	59	15	133
Ullrich, Division 5	51	23	125
Lehman, 16th St.	42	22	106
Strong, L. A. M. C.	39	28	106
Reynolds, L. A. M. C.	44	9	97
Simonson, Vernon Yd.	42	9	93
Christenson, Div. 3	38	8	84
Smith, Division 5	38	5	81

Chicken Dinner for Team

On Saturday night, March 13, Mrs. C. C. Jones and Mrs. D. D. McClurg, gave a chicken dinner to the basketball team, in celebration of winning the P. B. Harris Basketball Trophy. The decorations were carried out in the St. Patrick's Day color scheme, and the dinner was followed by cards games and dancing. The team made the vow that for another chicken dinner such as they had partaken, they would win the trophy every year.

The dinner was held at the home of Mrs. C. C. Jones and was attended by Mr. and Mrs. W. A. Ullrich, Mr. and Mrs. R. W. Pace, Mr. W. B. Smith and Miss Myrna Kennedy, Mr. and Mrs. B. D. Scott, Mr. and Mrs. E. T. Temple, Mr. and Mrs. C. C. Jones and Mr. and Mrs. D. D. McClurg.

Coach Division Stars



G. B. Dossey (center) and M. V. Lehman (right) receive Valuable Player Awards from Superintendent Patten.

Do You Know . .

A wireless-controlled tractor plow is undergoing tests to undermine its economic feasibility. It is equipped with an ultra short wave receiver encased in duralumin. Instead of riding a bouncing seat over the soil, the operator sits inside a watch tower before a simple switchboard. From that spot he must keep the plow under observation and twiddle the knobs to steer and turn it around the farm with fine precision.

That in Louisiana a negro cure for hay fever is to catch several "lightning bugs" and swallow them.

That President Franklin D. Roosevelt is the most generous with tips of any chief executive this country has had according to Pullman porters who have served Presidents for many years.

That Benjamin Franklin tried to have the wild turkey represented on the seal of the United States instead of the eagle because he believed the turkey to be so typically American.

That Letter carriers in the United States are not allowed to put letters to be delivered in their pockets and at no time must they set their bags down out of sight. In elevators they must keep the sacks in front of them.

Binks bought a new shirt, and on a piece of paper pinned to the inside found the name and address of a girl, with the words, "Please write and send photo." Scouting a romance, he wrote to the girl and sent his photo.

In due course he received a reply. It was only a note. "My chum and I had a bet on," it read, "as to what sort of a fellow would wear a shirt like that. My chum said a dude, I said a shrimp, and I'm glad to say I won."

The Power of Attention

By JOHN COLLINS
Supervisor of Safety

NO man knows all there is to know about any job.

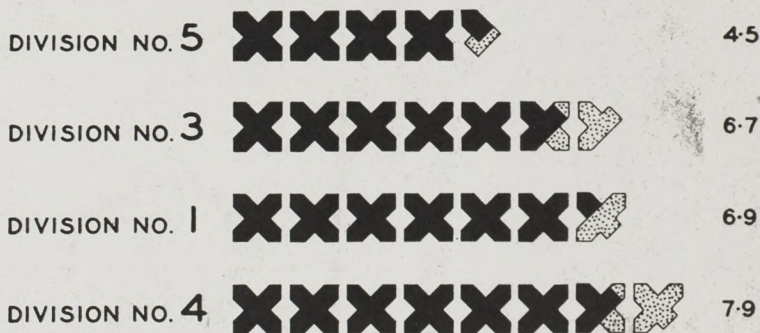
The only short cut to a knowledge of our work is the rule book, which is based on past experience and is a reliable guide. It relieves you of the necessity of experimenting by pointing out the proper procedure. Because you wear the uniform is not an indication that you know all of the rules in this book, or that you have nothing more to learn. The uniform is merely an indication to others that you are supposed to be what that uniform stands for, namely — a trained man, capable of safely and courteously discharging the responsibilities of the position which you hold.


Due to the many variable connections with our work, a trainman's education in the prevention of accidents is never finished—it is an interesting game only when a man becomes interested in it. If every pedestrian, every motorist, and every trainman would endeavor to educate himself to exercise the highest degree of care, and appreciate fully his moral and legal responsibility for the protection of the lives of those around him, as well as his own life, we will have an effective remedy for a bad situation. Millions of moves take place, day after day, in our streets and on our cars. The mind cannot take time to make all these moves the subject of conscious thought, nor is this necessary, for the reason that many of these moves have no connection with you—they are on the outer edge of attention, and not in a position to interfere. The mind can, and does, trouble itself only with those moves that bear, in some way, upon the safety of those in your charge, as well as upon your own safety. If you select for attention any type of accident, regardless of schedule or traffic con-

ACCIDENTS PER 10,000 CAR MILES

FEBRUARY 1937

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



NOTE: THE AREAS SHADED  SHOW THE INCREASE OVER JANUARY 1937

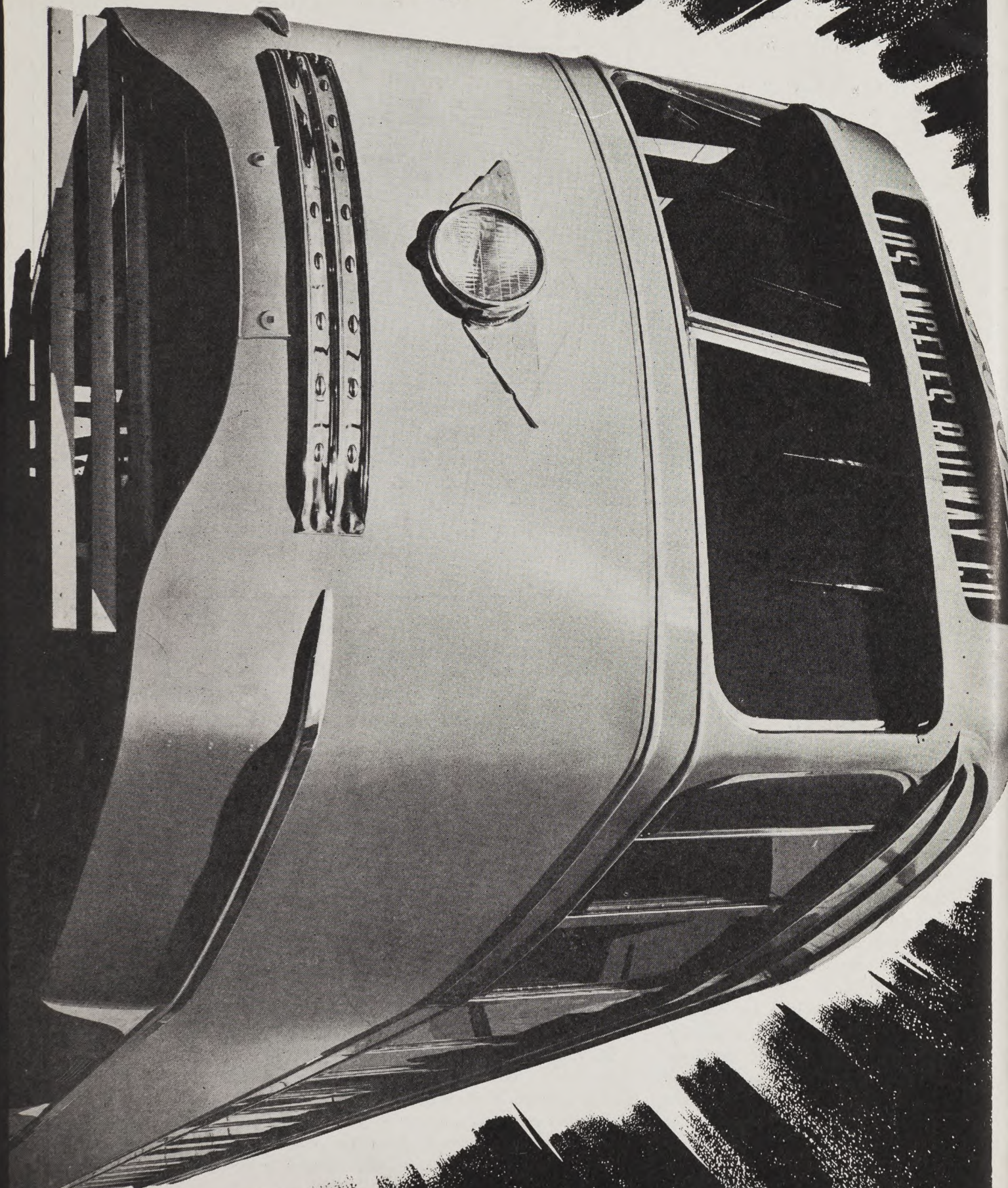
—Research Department

We are sorry to note that there is a general increase in accidents over the month of January, which is shown by the cross-section area of the squares. The first half of February was rainy, which might account for some of the increase. However, the last part of February showed a decrease and it is hoped that this general decline of accidents will continue and a more satisfactory chart will be published for next month.

dition, you can immediately master that type of accident, and you may extend your attention to all other classifications with the same result. This same attention, or recognition, while operating in Zone 1, or wherever Zone 1 conditions prevail, will make that Zone safe, as well as similar conditions in Zone 2, regardless of the actions of others. Zone 1 is safe to those men who follow the instructions they have received in correct operation; and, you may depend upon it, those men who are involved in accidents in Zone 1 have not made the slightest effort to put into practice the instructions covering this phase of their work.

It is not a question of a man's ability, but a question of his attention to business. There is not a trainman in our service who cannot safely direct a student through Zone 1 at any time, and under any condi-

tion—there is, therefore, no reason to assume that he cannot do it himself, while in charge of the controller. Acquired bad habits: over-zealousness; failure to take advantage of half speed conditions; faulty observation; holding power on too long; forcing an emergency stop under conditions where a stop was not even necessary; failure to act on the first impulse to action; inability to foresee or anticipate movements ahead, and assuming a condition instead of taking into account an actual condition, then blaming the other fellow for his poor moves, instead of our own poor moves, all lead to accidents. The only men who will agree that accidents cannot be prevented are those who have not yet put into practice the system of operation which has been outlined to them, and this statement may be proven to any man who is interested.



LOS ANGELES RAILWAY