

# TWO BELLS



## YUCCA TIME

See inside cover for interesting trip to famous Yucca district

# TWO BELLS

## DIVISION SCRIBES

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

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FRANK C. LYDIARD, Editor

Staff Photographer  
HOWARD L. JONES

Staff Artist  
GUY GIFFORD

Address all communications to  
editorial offices, 1060 S. Broad-  
way, Los Angeles, Calif. Phone:  
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*The Yuccas, or Lord's Candles, reproduced on the cover of this issue, sometimes reach a height of fourteen feet and are found in profusion throughout the middle part of May in Tujunga wash. The sight is well worth viewing and may be seen by following Foothill Boulevard through Sunland to Tujunga River bridge one mile west of Sunland.*

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# SHRINE PROGRAM IN COLISEUM

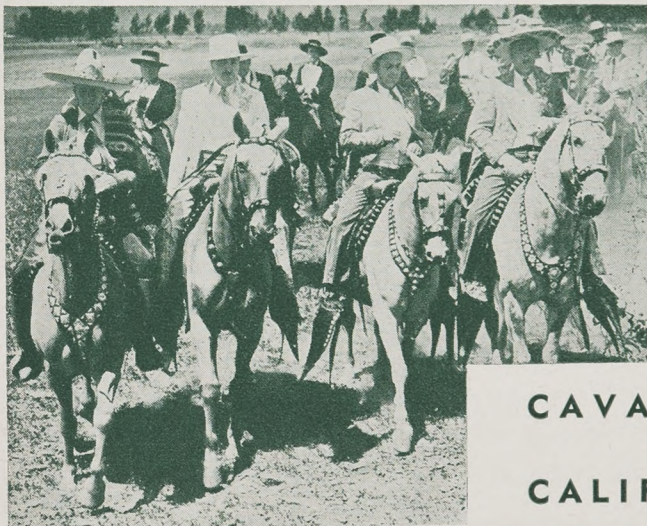
WITH a score of studios building illuminated floats of spectacular grandeur, and inviting their outstanding stars to participate in the Mammoth Motion Picture Electrical Pageant, with descendants of the pioneers of the golden state grooming their finest horseflesh and polishing to mirror glaze the silver mountings on saddles, bridles and trappings, and with 100 uniformed organizations of temples from the four corners of the continent and Hawaii practicing new drills and being measured for festive new uniforms for the trek to Los Angeles, preparations are going ahead rapidly for the 1938 convention June 7, 8, 9.

*Motion Picture Electrical Pageant  
to be Presented Wednesday, June 8*

Now that Los Angeles is once again to play host to 100,000 visiting Shriners and their families and Al Malaikah

planning spectacular entertainment in the Coliseum to honor the visitors, the question arises: "What are Shriners?" Shriners are Masons who have taken 32 degrees of Scottish Rite Masonry, or have attained the rank of Knight Templar by traveling what is known as the York Rite. The first step is to become a Blue Lodge or Third Degree Mason before traveling further along either via the Scottish or York Rite. The Shrine is known as the playground of Masonry, and in the ranks of the 400,000 nobles in the United States, Canada, Mexico, the Canal Zone and Hawaii you will find the leaders of the nation.

If you hope to be one of the fortunates who witness the six thrilling events of the 64th Annual Session of the Imperial Council, A.A.O.N., of the Mystic Shrine you can purchase through the Company a season ticket for \$5.50 covering all of these events and insuring you a seat in a very desirable location in the Coliseum: Tunnel 8, Rows 12 to 16, inclusive. These tickets are transferable, and if you cannot attend every event, your family or friends may use your ticket.



Silver  
Mounted  
Saddles  
and  
Trappings  
on Prize  
Horseflesh  
for the

## CAVALCADE of CALIFORNIA

COMBINING FIESTA  
FANDANGO  
RODEO

### EVENTS

Tuesday, June 7—

10:00 a.m.—The Daylight Shrine Parade,  
2:00 p.m.—Cavalcade of California,  
8:00 p.m.—Cavalcade of California.

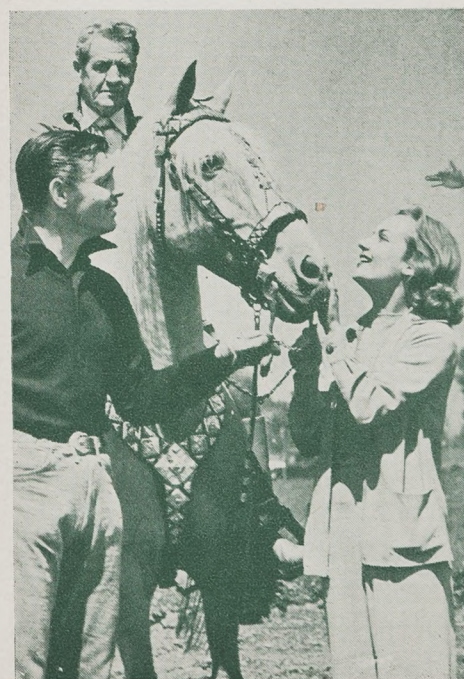
Wednesday, June 8—

2:00 p.m.—Cavalcade of California  
Championships.  
8:00 p.m.—The Night Shrine Parade.

Thursday, June 9—

8:00 p.m.—The most spectacular motion picture pageant ever presented.

Forward your request to the head of your department, enclosing \$5.50 for each season ticket you desire. He will secure the tickets for you. Requests should be turned in as soon as possible, as a limited supply only is available.

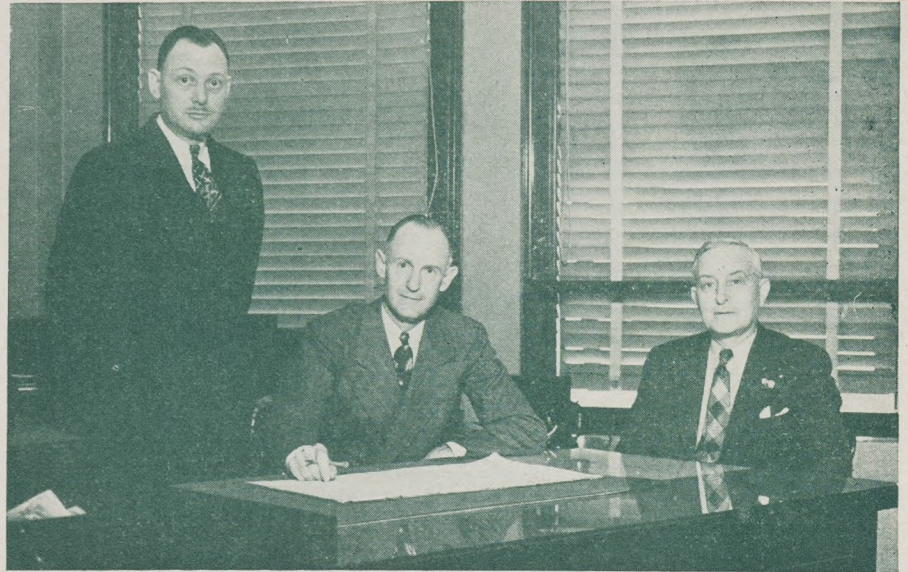


Lower left: Clark Gable and Carole Lombard admiring Ivon Parker's prize palomino. . . Clark is an Al Malaikaheman.

# Auditing Department Visited

## *The Fourteenth in a Series of Company Tours*

*Auditor J. C. Yarbrough (center) confers with Chief Clerk Wilson (left) and Chief Accountant Gaskill.*



HEADED by Auditor J. C. Yarbrough, our auditing department employs approximately sixty-five people and occupies the entire ninth floor of the main building. The department consists of seven divisions, in which practically all of the company's auditing work is done.

Mr. Yarbrough, with the company since 1923, and having held the position of timekeeper, price clerk, assistant cost accountant, assistant

chief clerk, chief clerk, was appointed Auditor in July, 1934.

"Jess" is an ardent fisherman, excelling in removing the wily trout from his watery hiding places. He likewise shoots a game of golf which, if not always of the best calibre, is frequently productive of what might be termed "picturesque" language. Mr. Yarbrough's office door is always open and any one in his de-

partment is free to discuss with him any departmental activities at any time—which may be taken as one of the reasons why the auditing department is one of the best organized and well run in the organization. Reporting to Mr. Yarbrough, Chief Clerk Earl Wilson has direct supervision of the department and personally keeps records and assists in the filing of tax returns. Assisting in the general supervisory work of the department, Assistant Chief Clerk T. E. Myers handles the accounting for ticket sales and prepares the inter-company billing of passenger revenue.

Visiting first the bookkeeping end of the department, we find Chief Accountant H. E. Gaskill, who entered the service in 1910, in charge of all general books of both the Railway and the Los Angeles Motor Coach Company. Here are posted daily journal vouchers, cash vouchers, bills and credit memoranda, the recapitulations of which are posted in the general ledger with monthly financial statements and reports being issued. These consist of balance sheet, income statement, profit and loss statement and statement of funded debt and sinking fund. Among other duties



*Seated, left to right (Voucher Division): S. C. Haygood, Mrs. Virginia Traini.  
Standing, left to right: Mrs. Mae Stevenson; Miss Jennie Levett;  
Miss Mae Bass.*



*Seated, left to right (Tabulating Division): Miss Hallie Whitaker; Miss Norma Weiss; Mrs. Ruth King. Standing, left to right: Miss Harriette Burton; Miss Elaine Levitte; Mrs. Barbara La Fluor; Mrs. Hortense Monroe; Mrs. Elizabeth Payne; Mrs. Nancy Eudy.*

handled are distribution of operating revenue and expenses; statement of cash receipts and disbursements and payments for injuries and damages. Traffic analysis and other special financial and tax statements for governmental authorities are also prepared in this department.

G. W. MacDonald, Special Clerk, pictured elsewhere in this article with the bookkeeping division, is assigned to no particular group. He audits the division working funds and token quotas, maintains a record of tokens assigned to each trainman, and also keeps a payroll book by payrolls which shows the number of employes, hours worked and wages paid. Mr. MacDonald likewise keeps a record of tire miles operated by the individual tires of the Los Angeles Motor Coach Company.

Payment of the company's bills devolves upon the voucher department, in charge of which is Mr. S. C. Haygood. Mr. Haygood entered the service in April, 1918, as general clerk of the auditing department. Including the Los Angeles Motor Coach Com-



*Seated, left to right (Timekeeping Division): Mrs. Florence Breeze; Gladstone MacDonald; Miss Emma Blossil. Standing, left to right: H. M. Miller; C. C. Fischer; L. F. De Mara.*



Front row, left to right (Register Division): W. R. Gould; Miss Lucille Mauler; Mrs. Lillie A. Hon; Mrs. Lois Larsen; L. Gebhart; Miss Irma Watkins; Miss Helen Sonnenberg; R. E. Newmark; Miss Marian Beubler, R. Smith; A. J. Reid. Back row, left to right: Miss Grace Temple; Miss Eileen Chambers; Miss Betty E. Hastings; Wm. Taylor; Miss Elsie Bergman; Miss Dorothy Anderson.

pany, an average of 1300 vouchers a month are used in the payment of expense items and for the purchase of all materials and supplies. Here are typed Railway and Los Angeles Motor Coach Company payroll checks, which total about 4400 every two weeks, and all bills to outside concerns. This division maintains a contract register file of all company contracts.

Coming to the cost accounting department headed by L. C. Grimm (1921), we find all time cards and requisitions being checked for purpose of account distribution. Expense ledgers for the Rail, Coach Division and Los Angeles Motor Coach Company are kept in this department with posting being made to each individual account and summaries taken and balanced with the general book control accounts each month. A number of different departmental cost reports are issued. Detailed work order and



Left to right (Tabulating Division): Mrs. Valetta Thompson; Miss Gladys Howell; Mrs. Edna Ashdown.



*Left to right (Bookkeeping Division): Miss Mary Wilson; G. W. MacDonald; Mrs. Jessie Hart; E. P. Brooks; C. P. Carter.*

store order ledgers are kept in which are assembled the various job costs. Upon completion a detailed report of each job is made.

Price clerks maintain and keep current the new, second-hand and salvage price of some 25,000 material and supply items. This department issues a statement monthly of material and supplies received, issued and on hand, as well as pricing and reconciling with the general ledger the com-

pany's inventory of material and supplies once a year.

Mrs. Margaret Matheny, who has been with the company since 1926, is in charge of the comptometer division which handles the extension of time cards, requisitions, material and supplies inventory cards and the adding of time and verifying of shop and trainmen's payrolls.

Traffic analyses sheets are maintained here showing the various kinds

of fares and number of passengers hauled, car miles and car hours operated, daily, monthly and yearly.

Assistant Chief Clerk and Head Register Clerk T. E. Myers (1917) with Assistant Earl Cummings (1927) supervises the duties of the register department where trainmen's trip sheets and registers are checked and overs and shorts issued for those out of balance. Sheet indexes of each car are kept, showing at all times the register on that particular car, while another record is kept of registers in numerical order showing to which car they refer. Weekly pass ledger sheets are kept for each trainman, and to this record are posted the issues, sales and weekly passes returned. When these are balanced each week if the number of weekly passes sold and returned does not agree with amount issued, an over or short is made.

Here also division billing for all special car and coach movements is done, as well as entering company billing of passenger revenue. Ticket envelopes turned in by the trainmen are opened, sorted and counted by the lines from which they are collected—there being over 1,400,000



*Left to right (Comptometer Division): Miss Marie Mumford; Miss Pearl Gorsline; Mrs. Marie Wiederholdt; Miss Dorothy Sharp; Mrs. Vera Rawson; Mrs. Margaret Matheny.*



*Left to right (Cost Accounting Division): J. Blum; C. A. Delo; J. A. Russell; L. C. Grimm; J. J. Tobin.*

such tickets each month.

Practically all of the company's addressograph, mimeograph and ditto work is done in this division.

Supervising the timekeeping department is Gladstone MacDonald (1920), who is in charge of the handling of trainmen's payrolls of both the Railway and Los Angeles Motor Coach Company which involves about 2700 men. Daily time sheets are posted to each individual and the time is added every payroll period, extension made of the amount of money due, unemployment and old age taxes computed and other deductions taken from the gross amount earned and the payroll turned over to the check writers. Individual deduction sheets are maintained for each trainman, to which are posted uniforms, watches, changers and other items purchased on contract by the trainman.

In the tabulating department, presided over by Norma Weiss who entered the service of the company in September, 1923, as a tabulating clerk, we find Hollerith cards punched for all labor and material, and distribution journal vouchers made. From these cards special cost account statements are issued showing the account and various unit numbers as-

signed to equipment and other property to which labor and material are charged. Approximately 75,000 cards are punched for this work monthly. Cards are punched for each trip sheet and register card for Railway and Los Angeles Motor Coach Company and control balances issued. To be used in connection with the traffic analysis before mentioned, summaries are run concerning statistics shown by trainmen at the bot-

tom of their trip sheets. Over 84,000 cards are punched monthly for this purpose.

In order to show the individual motorman's operating ability from an economy standpoint, meter mileage cards are punched indicating electric energy consumption. Approximately 91,000 cards are used in punching the sheets from which a statement is run daily by rates for the time worked by each trainman.



*Left to right (Register Division): Miss Louise Finley; T. E. Myers; H. A. Tibbils; E. F. Cummings.*



## NEWS FROM THE PISTOL RANGE

By L. F. SPARKS, *Secretary*

The Los Angeles Railway Championship Medals for February and March were both won by J. T. Denis of the Shops. His scores were 263 and 265, over the Camp Perry course.

This event, held monthly, is open to all employes of the Los Angeles Railway who are American citizens and it is not necessary to belong to the Revolver Club. There has been one change in the rules from last year: that is, after a medal is won it is necessary to better that score before a second can be won. The highest monthly score or the high for the year will win the Los Angeles Railway Trophy for 1938. We would like all shooters to take part in this event.

Captain J. C. Brewer's Centinellians won two matches from the United States Treasury team on March 19. The scores were 1352 to 1330 and 1349 to 1314. On April 3 they won two matches from the crack team of the Douglas Aircraft Corporation at the West Los Angeles Range. The scores were 1294 to 1270 and 1244 to 1224 over the National Match Course. On the same day and at the same place the Silver Bullets lost two matches to Douglas. The scores were 1270 to 1159 and 1224 to 1188.

On April 10 the Silver Bullets won the Dr. Van Gelder Trophy match with a score of 1281. The Inglewood Police were second with a score of 1268. This was the last of the Van Gelder Trophy series. The Cup goes to the Inglewood police on a technical default, for permanent possession. Each of the other teams had been one man short at some time during the series. The Silver Bullets lost this cup when one man was down sick and another had to work.

The Los Angeles Railway American Legion Post 541 will soon have a pistol team in the field under the leadership of Comrade Captain Copeland.



*Above: President Storrs officially opens the race for the Lary Baseball Championship. Above, right: Superintendent of Transportation L. L. Wimberly gets ready to slip over a fast one while Superintendent of Motor Transportation Fred Patton looks on.*

## GALA OPENING FOR LARY BASEBALL SEASON

By C. J. KNITTLE

WITH all the gayety of a big league opening day, the Los Angeles Railway Baseball Teams started their 1938 season on Sunday, April 10, with close to one thousand spectators crowding the stands and surrounding grounds.

The Los Angeles Railway Band played a thirty minute concert and President L. S. Storrs greeted the eight teams in a brief talk through the public address system.

Following Mr. Storrs, compliments were paid the players and League Officials by Manager of Operations C. E. Morgan, Superintendent of Transportation L. L. Wimberly and Superintendent of Motor Transportation F. C. Patton.

After the first ball was pitched by Superintendent Wimberly and caught by Manager Morgan, the teams played four thirty-minute exhibition games, each game running three innings. The Band filled in the intervals with snappy march numbers.

Vernon Yard team, last season's Champions, took the first game from Division Four with a 4-3 score.

Division Five and Division Three finished the second game with a tied score, 1-1.

16th Street Coach team defeated the Division One lads, winding up with a 4-1 lead.

The new South Park Shops team whipped the equally new Virgil Coach boys by one run or, rather, a 2-1 score.

No games were played on Easter Sunday. On April 24, the teams took up their regular schedule which calls for three seven-inning games every Sunday until August 28, when two games will complete the season.

All employes and their friends are cordially invited to the games, the first starting at 9:30 a.m., the second at 12:00 and the third at 2:30 p.m.

A complete schedule for the season has been posted in a conspicuous place in each of the departments and Divisions.

# '38 Softball Season Opens to Capacity House

By CHAS. H. HARDY

The Los Angeles Railway Softball League's opening night of the season on April 8 at Vernon Yards ranked with any Hollywood premiere. The stands were filled to capacity and extra seats were improvised to take care of the exceptionally large crowd. Our very capable Master of Ceremonies, W. T. Reynolds introduced C. E. Morgan, P. B. Harris, H. E. Jordan, and E. E. Kenway who in turn gave interesting talks.

The teams garbed in various colored uniforms and looking like a rainbow on parade then marched on the field to their respective sides. The north team was led by Donny Lentz, mascot of the Garage, in a red, white and blue uniform. The west team was led by Dicky Pearce in a white uniform and blue cap. The teams representing the north team were the Electricians in Gold and Maroon, the Garage in red, white and blue, the office in white and blue and Division 5 in white. The teams on the west side were Wilshire in white and green, Car Cleaners in bronze and blue, Motor Coach in orange and black, South Park in red and white and Division 4 not yet uniformed. Vernon Yards have withdrawn from the league.

The opening battery then took its position. Catcher C. E. Morgan had an easy time as H. E. Jordan at the bat connected with the first offering of Pitcher P. B. Harris for a line drive to right center field making Umpire E. E. Kenway sprint out of sight and retrieve the ball thus opening the ten inning game.

The Electricians and Wilshire played the first two innings turning the score of 4 to 2 in favor of the



*Taking an active part in the 1938 Softball premiere were, left to right: W. T. Reynolds, Superintendent of Stores; C. E. Morgan, Manager of Operations; P. B. Harris, Vice-President and Chief Engineer; E. E. Kenway, Assistant Superintendent of Personnel; H. E. Jordan, Superintendent of Equipment.*

west over to the Garage and Car Cleaners.

At the fourth inning when the Office and Motor Coach took over, the score stood 9 to 4 in favor of the north. When Division 5 and South Park took it over at the end of the sixth inning the score stood 10 all. South Park scored two runs while Division 5 put over three winning the game for the north 13 to 12.

Division 4 played the following two innings with a picked team from the teams on the north side which ended 3 to 0 in favor of the picked team.

Good games are in store for the fans as indicated by the sensational plays featured in the initial game. A beautiful gold plated trophy donated by Goodman and Sons Sporting Goods will be presented to the winning team. Other generous donations were caps and jerseys to the Motor Coach team by the Cannon Trunk and Luggage Co. jerseys to the Coach Cleaners by the Kelite Soap Co., and jerseys to the Garage team from the Twin Coach Co. The loud speaking system was through the courtesy of Ernie Webb of the Garage and the announcer was Charles De Baun.

The official scorekeeper for the evening was Whitey Lentz, quite a softball celebrity himself, having pitched Jefferson School to the first championship in their history.

League games are played every Monday, Tuesday, Thursday and Friday evenings. The first game starts at 7:00, the second at 8:30. Come out and root for your favorite team and make the first year of the Lary Softball League a huge success.

Refreshments are supplied at the field by Frank Wilson.

**STANDING OF SOFTBALL TEAMS AFTER FIRST WEEK**

	W	L	Pct.
Garage . . . . .	2	0	1000
Office . . . . .	1	0	1000
Electricians . . . . .	1	0	1000
Wilshire . . . . .	1	0	1000
South Park . . . . .	1	1	500
Motor Coach . . . . .	1	1	500
Division 4 . . . . .	0	1	000
Division 5 . . . . .	0	1	000
Car Cleaners . . . . .	0	2	000

Vernon Yard Team withdrawn, forfeiting all games.

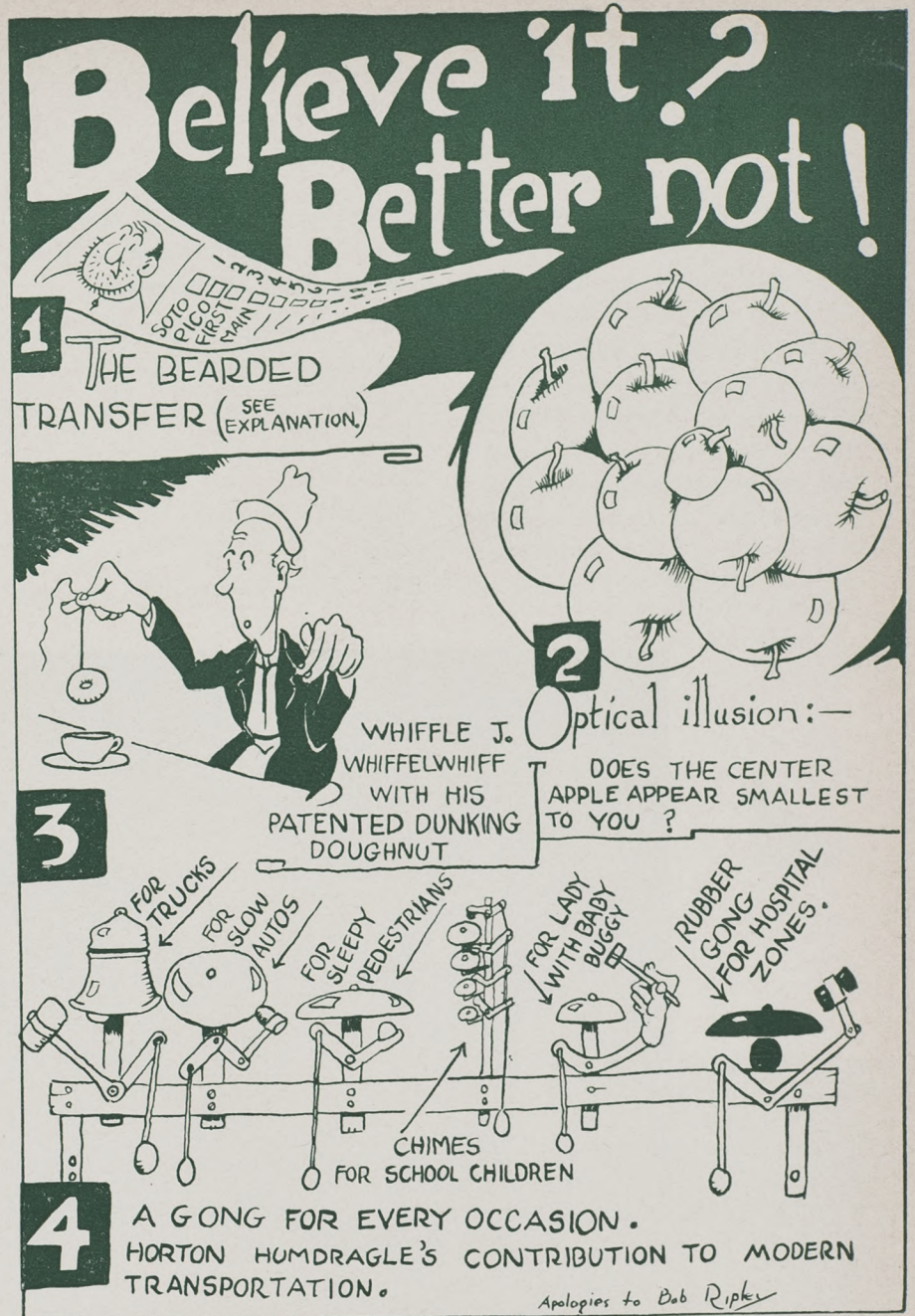
**GARAGE WINS CLOSE ONE**

The outstanding softball game of the opening week at Vernon Yards was played on April 14 between South Park Shops and the Garage, game ending 4 to 2 in the Garage's favor. The game was either team's until the final out.

In the first inning South Park was retired by the strikeout route. In the Garage's half of the first, 2 hits and a walk netted 2 runs. Neither team scored again until the third when a hit by Ogden and home run by Oliveri tallying 2 runs for South Park tied the score. In the last of the third Lockridge, pitcher for the Garage, connected for a home run, putting the Garage out in front 3 to 2. In the last of the fourth 2 hits and an error netted the Garage their final run, neither team scoring the remainder of the game.

**Zipper Jacket Lost**

*Who lost a boy's zipper-front jacket at the softball game Monday, April 11, at Vernon Yard? The owner may secure this jacket by calling at the Vernon Yard office.*



—Guy Gifford.

**BELIEVE IT? . . . BETTER NOT!**

FIGURE 1. The Bearded Transfer was very popular in 1890. The conductor issued a transfer on which was printed a picture of a man with a smooth shaven face. All that was necessary for the receiving conductor to do—was to feel of the face. If there was any stubble or growth, he would know immediately that the transfer was old.

FIGURE 2. Optical Illusion. At first glance the apple in the center will appear to be the smallest. NOW try THIS—Close both eyes tightly, stand on your head in a corner, hold your breath for one minute, NOW Open your eyes quickly and look at the picture again. Does it still appear to be the smallest? Well—maybe it is!

FIGURE 3. "It's the last bite of the doughnut in dunking with which you scorch your fingers in hot coffee." With Whifflewhiff's "Dunkable Doughnut" it is not necessary to scorch the fingers or even get them wet. Strings may be flavored to suit the taste.

FIGURE 4. Humdragle's "Gong for Every Occasion" has created a furor among transportation men, who await patiently Humdragle's release from the hospital. He is recuperating from the first test of his invention. He is suffering concussions of the brain, two broken arms and a sprained hip when he tried to keep a lady pushing a baby buggy from walking in front of a heavy truck which was dodging a sleepy pedestrian in a hospital zone.

# DIVISION FOUR PRESENTS SECOND SAFETY RALLY

Like a well prepared steak, smothered in onions, Division Four trainmen presented their second grand Safety Rally smothered with lively vaudeville acts and a splendid program of dance numbers on Saturday, April 9, at the Westgate Masonic Temple.

With the inimitable Showboat Billy Vejar as Master of Ceremonies, the show followed a short address on safety and courtesy by Manager of

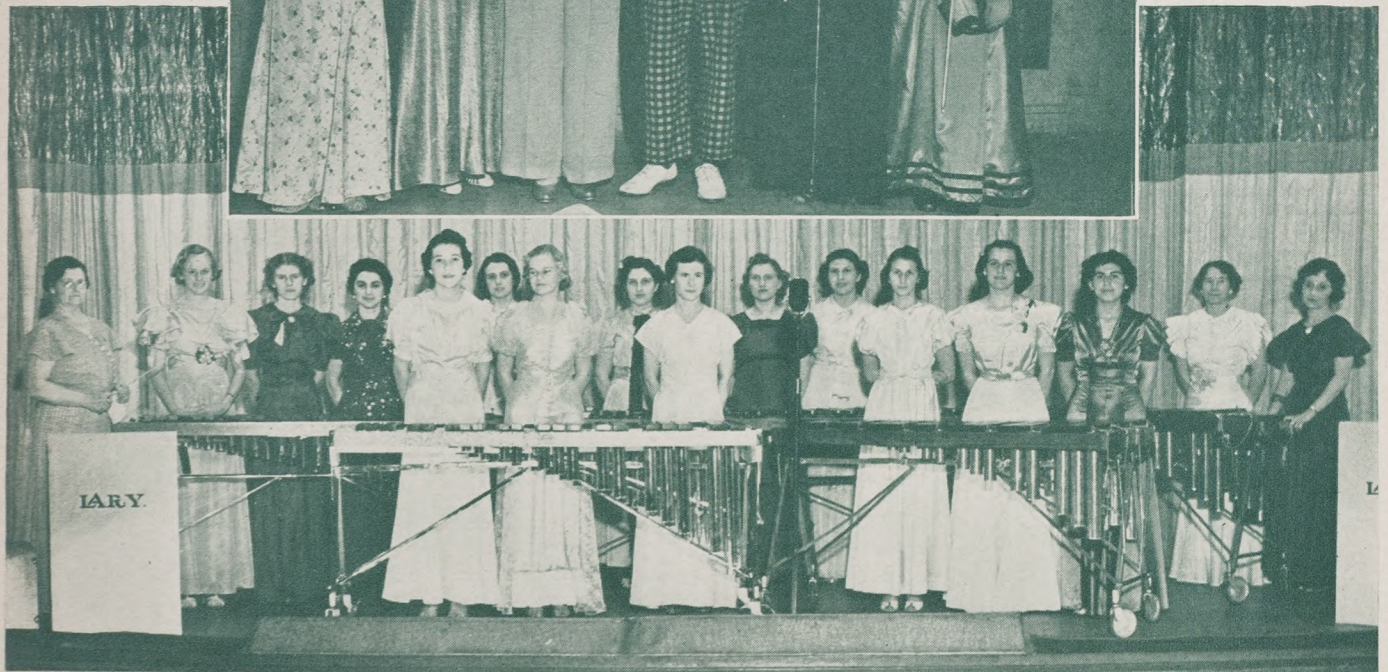
Operations C. E. Morgan and a brief speech by Superintendent of Transportation L. L. Wimberly.

The vaudeville show opened with a prologue by Dean Barricklow and Company, followed by Mary Alice Wiley, "The Girl With the Violin"; Eddie Mills Trio; The Streamline Songsters; Roxanna, Van Ripper and Bradt in a playlet, "Who's a Coward"; Essie Cooper, the Southland

Songbird; Vivian Terrill, Specialty Tap Dancer and the Corodoyne Marimba Band with Frances Mehl, whistler.

Bill Oaks and his Los Angeles Railway Band provided the three-hour dance program which followed.

Much praise is due Chairman Steve Cooper and Showboat Billy for this evening of delightful entertainment.



*Above, center: Henrietta Schugart; Steve Cooper; Elsie Cooper; Vivian Terrill; Lyle Bradt; Billy Vejar; Herbert Van Ripper; Roxana Barto; Mary Wiley.*

*Above: Mrs. C. D. Smith, Director; Evanita Holder; Johnnie Geier; Bethel Foland; Virginia Reed, Thelma Richards; Catherine Van Ripper; Arlene Mansfield; Frances Mehl, Whistler; Joyce Mansfield; Barbara Mansfield; Billie Geier; Jean Akin; Marion Tufenkian; Mary Blackburn and Gladys Albertieri.*

# HONOLULU INTERLUDE

## *Being an account of the activities of those versatile Graham brothers*

By C. J. KNITTLE

WITH two long, thunderous blasts of its deep bass steam whistle, the long, slim freighter eased out from the dock. The propeller whirled into action and soon the sturdy vessel was plying its way from the outer harbor into the Pacific.

Among the handful of passengers gazing thoughtfully from the boat's upper deck were the twin brothers, Keith and Leith Graham. It was their first sea voyage, their first great adventure. The glow in their eyes, their nervous enthusiasm, plainly revealed the buoyant spirits of the youthful travelers.

"For better or worse. Eh, Leith?" smiled one, laying an encouraging hand on his brother's shoulder.

"But Hawaii can't be overcrowded with interior decorators," beamed Leith, "there should be some building activity."

"Yes," agreed the other, "and there's at least three colleges with auditoriums and stages."

"I hope we can specialize on scenic painting," replied Leith. "That Footlights Dramatic Club we read about may give us some work and there must be several theatres."

"We're a bit premature," smiled Keith, "worrying about contracts before we get there."

Night came. The boys retired early but every morning of the next eight days found them up with the dawn.

It was Keith's excited, "Look! Leith! Diamond Head Light!" in early sunrise of the ninth day that caused the brother and two dozen bathrobed passengers to rush to the outer deck rail. An exuberant joy swept the crowd exemplified by hilarity of every form.

Little did the twins suspect the success that awaited their profession and ambitions in the mysterious, care-free land of Hawaii.

Life had been kind to them. The twenty-four years since neighbors rushed to the Graham home in Summerfield, Kansas, to see the newborn twins had been years of plenty for the happy family.

Father Graham, a contractor and builder with an excellent reputation for speedy construction and faultless workmanship had taught the twins and their older brother, Don, the contracting business.

In August, 1925, the family moved to Lincoln, Nebraska, where Don opened a sign and decorating studio. Soon after, however, Kansas five-year wheat boom came and the father and twins went back, settling in Scott City, where the elder Graham built many homes and the boys established a studio of interior decorating.

Then the boom ended and the twins, possessed with an urge to travel, sailed for the Islands. The story of their three and one-half years in Hawaii is too long to relate in detail but it is hoped this summary will present a fair picture of their good fortune.

Soon after establishing quarters in Honolulu, the boys received their first contract. Incidentally it was for their preferred type of work, scenic painting, at the University of Hawaii. Like their father, they worked hard and well for the recognition they



*Keith Graham with part of his collection of rare shells.*

hoped to gain, doing a complete set of drops and wings in record time.

Then came an equally large contract from Punahou College for scenic work and again the boys strived for a reputation that would warrant business from other enterprises. Apparently they gained that point. From then on, new jobs seemed to look for the boys.

St. Louis College, The Footlights Dramatic Club, The Academy of Arts and others offered contracts for scenic work and interior decorating. Then came repeat orders from the various schools and firms. Between times, Keith filled in with photographic work for the shows and newspapers.

How they found time to study advanced art at the Academy is a mystery but their gallery of oils, water colors and pastels prove beyond question that the boys gained in talent while earning a competent livelihood.

Several weeks of their stay was spent on the big island, studying the volcanos and plant life. On other occasions they studied native life and customs and considerable time was given to a study of marine subjects. Many of Keith's paintings depict the submarine beauty in Hawaiian waters. To insure a true reproduction of these, Keith used a diver's helmet for this underwater research. Another diversion in which they became greatly interested was the collecting of marine plants, shells and tropical fish.

In August, 1934, the twins returned to the States with one of the largest private collections of corals, mounted fish, set shells, photographs and paintings that could be accumulated by any two persons in that comparatively short time.

The corals were taken from Kaneohe Bay where the boys spent many days diving from a rowboat at the risk of being injured by eels, sea urchins and stingrays. The shells are mostly from Nanakuli, Haleiwa and Waianae Beaches. These, of which there are thousands, range from the

five-pointed snail and conch shells to some almost as small as a pinhead.

Among the sea creatures are a baby octopus, a hermit crab, a sea urchin and such fish as the butterfly, gar, porcupine, angel and the Moorish idol fish.

Adorning the den in Keith's home at 208 West 59th Place, where the collection is exhibited, are many of his paintings: "The Crater of Haleakala," "Windward Oahu," "Hula Girl," "Under The Ohia Tree," "Marine View," "Native Shack Under The Rainbow Shower Tree," "Makapu Point" (a turbulent ocean and beach scene), "Blowhole at Ko Ko Head" (a salt water geyser), "Native Fishermen in Outrigger Canoe" (water colors), "Fish and Corals" and "Night Blooming Cereus" (pen and ink) and a soft pastel of President Roosevelt. The vivid tinting of the oils and water colors are expressive of the beauty and freshness of color found only in Hawaii.

A hula skirt, gourds, cocoanuts, tapa cloth and leis made from the colored seeds of trees add a native touch to the display and seven large photograph albums (made by Keith) with hinged wood covers, artfully designed and lined with silk, contain a picture story of life in the Islands.

Today finds both the boys happily married. Keith has a little daughter, Bobby Lee, aged 3, and we are pleased to report that Keith, Leith and Don are now employed in the Paint Department of our Company's South Park Shops.

## Request Two Bells for Stanford Library

Nathan van Patten, Director of the Stanford University Libraries, recently made a request for a complete file of TWO BELLS for their Hopkins Transportation Library. In compliance, we have furnished this transportation library at Stanford University with a complete set of the Railway's publication which covers the period from June 7, 1920, to the present date.

The Hopkins Railway Library was established in 1892 when Timothy Hopkins, then Treasurer of the Central Pacific Railway Company and the Southern Pacific Company, presented his private collection of railway literature to Stanford University.

During the forty-five years of its existence the library has grown steadily, and the present collection is exceptionally rich in American railway reports, railway periodicals, and works relating to the economics, law, construction, equipment and operation of railways. In 1936 the name of the Hopkins Railway Library was changed to the Hopkins Transportation Library and its scope enlarged to include the history, economics and engineering aspects of all forms of transportation and communication.

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### HAVE YOU THOUGHT?

*Have you thought, when feeling weary  
With the trials of the day  
Of the thousand wasted chances  
Which the hours have borne away?*

*Have you thought about the blessings  
That surround you all the time,  
And that grumbling in their presence  
Is a weakness, nay, a crime?*

*Have you thought of all you're missing  
While you waste time and complain,  
And what fortune may await you,  
If you only try again?*

—Anon.

# Results of Our Staff Cartoonist's Hospitalization

(They refuse to keep him much longer!)

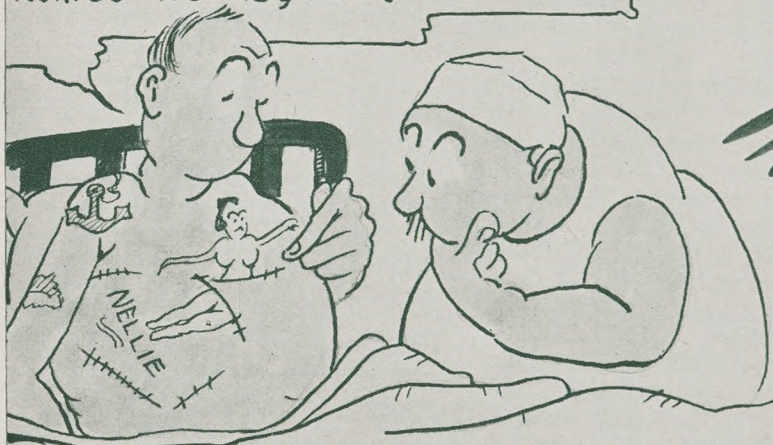
THEY GAVE ME TWO BLOOD TRANSFUSIONS FROM A GUY WITH ONE LEG.



NOW, TRY AND REMEMBER. WHO HAD AN OPERATION FOR STOMACH ULCERS LAST?

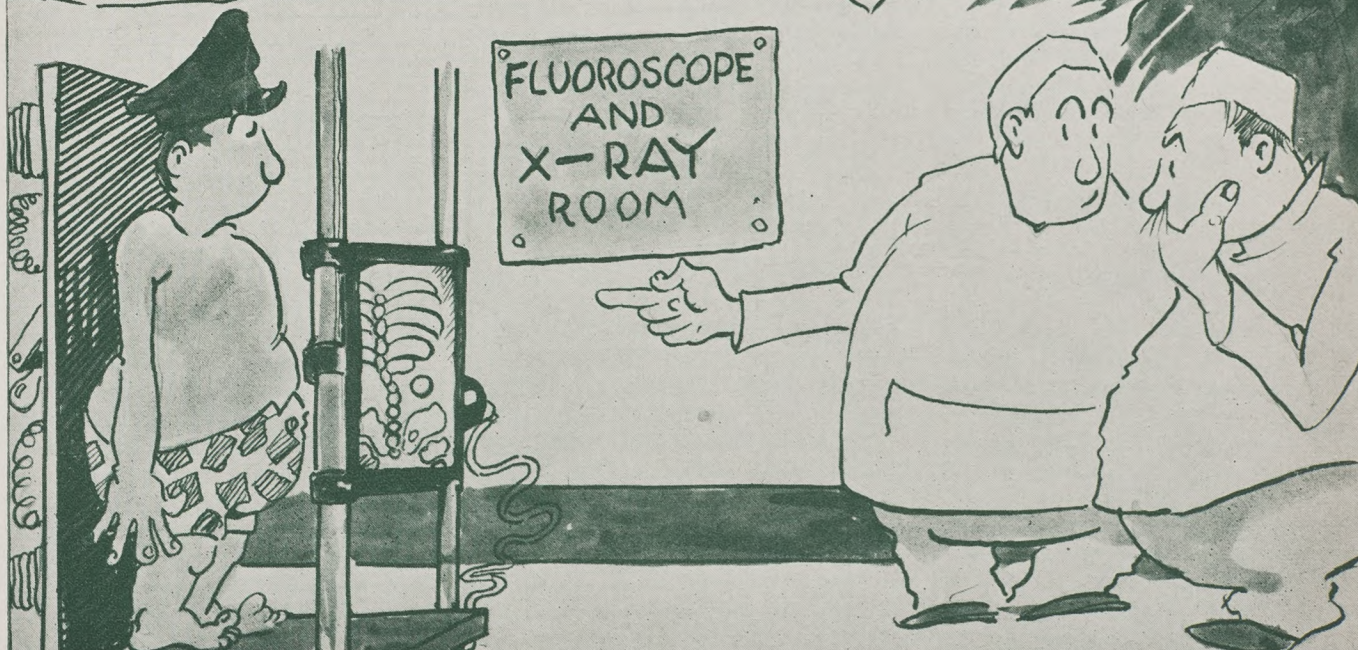


OH, I FEEL FINE, BUT YOU SURE RUINED NELLIE, DOC.

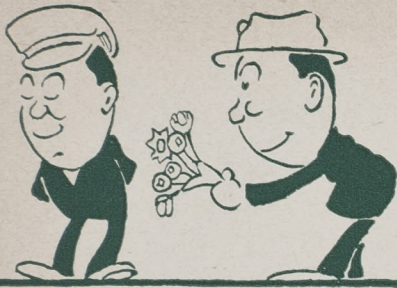


DRAWN IN ST. VINCENT'S  
*Guy Gifford.*

WE BETTER OPERATE. SEE THAT QUARTER IN THE LIVER.



# RIDERS'



## ***Driver's Initiative Commended . . .***

"In re: Conductor 2416, 'B' Line (**T. R. Latham, Jr., Div. 4**), at Boyle and Brooklyn, 4 p.m. He promptly, firmly, politely, on his own initiative without being appealed to—*did his duty* in reference to two women who lit cigarettes on rear open section. 'How refreshing!'"

CLARA C. HATFIELD,  
1804 Brooklyn Avenue, Los Angeles.

## ***"Bunch of Orchids" . . .***

"No doubt you receive many complaints about your employes—but this is *not* a complaint.

"I believe in giving bouquets while one is living so here is a 'bunch of orchids' to Bus Driver No. 86 (**W. P. Eunson**) on the Figueroa Bus line. He is without a doubt the most courteous and considerate person I have ever come in contact with. He is really human and always pleasant and thoughtful. Why can't we have more like him? All the passengers feel the same way about him.

"I have lived in Los Angeles 15 years and used all means of transportation and do recognize and appreciate courtesy and service.

"I might also add I had a very enjoyable ride on the new yellow car No. 3 on Third Street, last Sunday to Hollywood. I also enjoy the new Pico cars. Let's have more like them."

VEVA F. COE,  
958 Sunbury Street, Los Angeles.

## ***"Eager to Assist" . . .***

"I am writing this note to praise the motorman on the Tenth Street car for the very gracious and courteous way in which he tried to direct me to a certain street in the 4200 block on Van Buren Sunday Afternoon. I got his name, which I believe is Lindon—1606 (**E. C. Linton, Div. 3**) from the back of the emergency transfer he gave me in case I could not locate the place from his direction.

"I have ridden on many cars in quite a number of different cities and have never

met any employe of a railway company as kind and as eager to assist as Mr. Linton and felt it was only fair that his employer should hear of it."

RUTH REPLIER,  
1224 N. Vine Street, Hollywood.

## ***Employes Praised . . .***

"I wish to commend the conductor-motorman on No. '2' car for his solicitous and gentlemanly kindness to me. I was a passenger on the car on March 8, which reached Avenue 43 about 7 p.m. I was the last passenger to leave the car and unfortunately had a quite serious fall as I tried to leave the car. I am elderly and partially paralyzed, walk with a cane, and have to be very careful in boarding and leaving or even taking a seat in the streetcars. There was a jar, I tried to retain my balance but was thrown on my back. *No one was to blame!* This motorman, I think, if I remember correctly, said his number is 1716, (**E. D. Walters, Div. 3**). I cannot say *too much* in his praise for his sympathetic kindness to me and his helpfulness.

"I would also like to thank and commend your claim agent (**A. R. Van Noy**) who visited me on March 9, for his polite and friendly demeanor. I hope this word of appreciation may in some degree benefit both men, it is all I can do to show my appreciation of their kindness."

MRS. JANE TRESS,  
718½ East Avenue 43, Los Angeles.

## ***Auto Driver Grateful . . .***

"My automobile while parked on one of our city streets was, in my absence, damaged by collision between two other cars. These drivers drove off without leaving their names or an explanatory note as required by our traffic ordinances.

"**Mr. Jerry Welcker**, who I understand is operator No. 568 of the Los Angeles Motor Coach Company, observed this accident while waiting to go on duty. Mr. Welcker left a complete report of the accident including the license numbers of the cars that damaged mine, under the windshield wiper of my car. This was

greatly appreciated by myself and my insurance underwriter.

"His action, I believe, shows foresight and good citizenship which tends to keep down insurance rates, increase traffic safety, and place liability where it belongs. Such thoughtfulness on the part of your employes builds public good will for your company.

"I believe his action is to be commended, and that is the purpose of this letter."

GURN STOUT, M.D.,  
5225 Wilshire Boulevard,  
Los Angeles.

## ***Purse Returned Intact . . .***

"Last evening I was careless enough to drop my purse in a southbound 'W' car. Got off at the Central Market, 3rd and Broadway, to gather some groceries for Sunday. When I looked for my purse it was not there, so I went out on Broadway and asked each conductor coming from Washington Street end of line whether I had left a purse.

"At last I spoke to **Mr. J. K. Lofton**, (No. 782, Div. 3) and after asking me a few important questions he handed me my purse not in any way disturbed.

"You don't know how much I appreciated it and I will see him today and insist on his taking the little gift he refused last night.

"I want you to know what a splendid spirit and character he manifested.

"I am truly grateful for the return of the money and everything else intact."

MRS. R. GORTON,  
1046 Wilshire Boulevard, Los Angeles.

## ***Operator Has Many Friends . . .***

"Today we have learned that we are to lose one of our favorite drivers on the Jefferson-Adams-Washington line. We refer to **Driver Charles Malin** who has been with us on the late afternoon and evening run for a very long time.

"You know we're a friendly lot out here—much the same group of passengers from day to day, but perhaps we become too lax about showing our appreciation for daily services well performed.



# COMMENTS



"May we, therefore, say in belated praise that during the time this young man has been serving us, we have always found him well-mannered, (sometimes under *very trying* circumstances), courteous, (although never too personal), quiet and dignified. We have witnessed him smilingly accept wisecracks—but never return them—and to show equal favor to all passengers. In other words, he has conducted himself in such a manner as to gain the respect of the regulars, and has proved himself what we consider an ideal servant of the public.

"We can only hope that his successor will prove half as satisfactory and that some day he will elect to come back to us."

VERA E. ELLIS,  
MR. AND MRS. S. J. ELLIS,  
3050 Field Avenue, Los Angeles.

## Thoughtful, Courteous Actions . . .

"Tuesday morning I was a passenger on the No. '3' Line, car 3056. It was about nine o'clock and your motorman was No. 3755 (T. H. Thoming, Div. 4).

"In all my experiences I have never seen such a thoughtful, courteous motorman. First to an old man who ran a stop sign, and he cautioned him in such a kindly way.

"Next to a woman, a stranger, who was hunting Gardner Avenue. When he didn't know, he looked it up and when he failed to find it he told her what phone number to call and was careful to see that she got off at a drug store corner so she could phone. To each and everyone he gave the same courtesy and several remarked on it.

"Such men do more to create a good feeling toward your city than all the advertising, and after six summers spent here I know how rare a courteous streetcar man is. Of course they get tired of all the questions we strangers ask and yet we have to ask to get around.

"It is nice to come in contact with a man like No. 2755. I hope I may be on his car other days and I hope you appreciate such an employe."

A. F. MOSIER,  
376 South Westmoreland Avenue,  
Los Angeles.

## "Excellent Operator" . . .

"I have just heard, from one of the inspectors, of the transfers which are to take place on the Florence-Soto bus line. One of them is the transfer of No. 255 (J. I. Hensley) to the Eagle Rock bus line.

"For the past two years I have ridden buses daily, but in the last three months I have ridden with No. 255 continually, and may I say that never before have I seen a more excellent bus operator. He is extremely courteous, and very kind to all riders. His ability in handling a bus is unequalled.

"Therefore, don't you think it quite unwise to put such a good man on a line which any new or inexperienced driver could hold?"

"I am only one of many who would like No. 255 kept on the same route and schedule which he is on at present. . ."

MRS. ROSE V. MILLONE,  
1913½ Johnston Street, Los Angeles.

## "Act Worthy of Comment" . . .

"Friday morning about 9:15 a.m., as I was standing in the Ford Agency at Jefferson and Figueroa, I saw a 'J' car, going west, stop. An old man left by the front door. As he left the bottom step, he dropped one of his shopping bags, spilling the contents all over the street. It seemed very difficult for him to pick things up.

"About this time the conductor who was talking to a man in the rear of the car glanced out. He immediately jumped to the street and helped the old man gather up his bundles and cane and then helped him to the curb.

"In view of the fact that it was none of the conductor's business, and he could have very easily ignored the scene, or found something else to do, I thought this unusual act was worthy of comment.

"I could not get his number but I believe the car number was 405. (Conductor No. 2080, C. H. Coats, Div. 1). He was quite a tall man, having to stoop to see out of the door."

JEANETTE BIGGERS,  
815 South Lake Street, Los Angeles.

From Our Mail Sack also come  
Letters of Commendation for:

## CONDUCTORS

I. Gasparro, Div. 3  
G. M. Brown, Div. 5  
L. E. Adkins, Div. 1  
R. G. Monahan, Div. 3  
E. V. Athenous, Div. 1  
H. D. Plank, Div. 4  
J. C. Hill, Div. 3  
C. H. Coats, Div. 1  
J. A. Bontty, Div. 5  
S. M. Alexander, Div. 3  
J. W. Bell, Div. 5  
F. C. Rily, Div. 1  
R. R. DeVado, Div. 3  
A. L. Morton, Div. 3  
G. S. Nixon, Div. 3  
E. D. Walters, Div. 3  
W. G. Croft, Div. 1  
J. W. Prutman, Div. 3

## MOTORMEN

E. L. Fine, Div. 3  
G. F. MacMillan, Div. 3  
R. E. Pratt, Div. 3  
L. J. Gable, Div. 3  
C. G. Rogney, Div. 4  
J. B. Seibel, Div. 3  
A. L. Sherman, Div. 1  
K. R. Kling, Div. 3  
V. A. Wetmore, Div. 1  
J. M. Click, Div. 4  
J. A. Wear, Div. 5  
C. E. Kelley, Div. 4  
O. E. Reed, Div. 4  
D. D. DeMary, Div. 5  
P. H. Thompson, Div. 1  
J. R. Edgington, Div. 4  
W. O. Carter, Div. 4  
U. E. Dunn, Div. 4  
H. M. McBride, Div. 3  
J. M. Bothwell, Div. 1

## OPERATORS

W. J. Newell, Sunset  
H. W. Hartman, Crenshaw-Vine-LaBrea  
C. M. Chittenden, Figueroa  
D. G. Barstow, Wilshire  
Harold C. Hall, Wilshire  
F. D. Odom, Avalon-So. Main  
M. A. Martel, Vermont  
H. A. Walters, Wilshire  
J. M. Couch, Wilshire  
R. M. Stinchfield, Hollydale

# Mental Ballast

By J. COLLINS,

Supervisor of Safety

Ballast is used to promote steadiness. It is used in a ship to keep it from overturning, and enables the pilot to hold it to its course. Ballast is used in balloons for a similar purpose; and also under our tracks to make the roadbed safe, solid and smooth.

The kind and the amount of ballast used is determined by an individual—therefore, he needs to be properly balanced with a good foundation so that he may steer the straight course of accomplishment. The material used obeys the laws of its nature.

Most things carry ballast as a weight at the bottom, but the ruler of things carries it at the top—in his head, or in his mind. Each person gets his ballast from the things with which he comes in contact. He is continually loading, either constructively or destructively. The rule book is, perhaps, our best source of supply.

We are all affected one way or another—by the things we meet—obstacles or people. The great trouble is that most of us let many of these contacts irritate or antagonize us, and cause us to resent proper control.

Our whole endeavor should be to let these things stimulate our intelligence. This is the right kind of ballast, and the kind which enables a man to overcome obstacles, and steer a true course through life—your thoughts are your ballast.

The man who thinks accidents cannot be prevented, is the man who cannot prevent them—the man who thinks that when he has one accident he must have two more to complete the cycle of three, will not be satisfied until he has had the other two.

You cannot prevent accidents until you think you can. It all centers in the way you think, and we should be

very careful how we think along these lines and all others, because thought is the most powerful force on the face of the earth today, and is capable of the widest range.

Thought is given to each of us to use as freely as we wish—constructively or destructively, but we must abide by the consequence.

This is a fact worth remembering.

We cannot always choose our associates, nor the things, or problems, we meet, but there is nothing to keep us from choosing our own thoughts.

You have no control over the actions of the pedestrian or the motorist; but, the continuous use of the warning "*be careful, please,*" to the

people who are about to board or alight from your car, you will find has the double effect of acting as ballast for the one giving the warning as well as the one who receives it.

## TRADING POST

For Sale—Lot 75x230 feet facing South; 4 full grown walnut trees; utilities in and paid for. Northeast from Montebello. \$800. \$300. down. B. L. Hartsell, 16th Street Coach Division.

For Sale—1932 Indian Pony Scout Motorcycle. Tires and motor in good condition. Price \$70. E. E. Wilke, Conductor, Div. 4. 4905 South Van Ness Ave. Phone VE-1433.



"When my Conductor hiccups—he hiccups!"

# Cash Prizes Offered In Maintenance Contest

## Transit Journal Sponsors Competition For Both Rail and Rubber-Tired Equipment Men

More opportunities for winning cash prizes are offered this year than in any previous year in the Transit Journal Maintenance Contest, according to the announcement of the opening of the contest in the April issue of Transit Journal. This is the twelfth consecutive year this contest has been held. Several items have already been submitted, although the contest only recently was officially opened, and many inquiries have come in concerning it. This indicates that interest is widespread and that the prospects for a "bigger and better" contest this year are very favorable.

Due to the unusually large number of entries in last year's contest it was found advisable to offer more cash prizes this year, in anticipation of an equal or larger number of entries. Therefore, two divisions have been set up—one for rail equipment and the other for rubber-tired equipment.

### More Prizes Offered

Equal prizes are offered in each division. The prize set-up this year is as follows: First Prize, \$25.00; Second Prize, \$10.00; and Third Prize, \$5.00. This scale applies to both divisions, making a total of six

cash prizes which will be awarded.

In addition, a minimum of \$2.50 will be paid for each item which is published in Transit Journal whether or not it is a prize-winner.

This means, of course, that if you submit an item and it does not win a prize, your chances of getting something for your trouble are still pretty good.

In Plain English—

1. Look around your shop for handy gadgets and shortcuts that make your work easier.

2. Put the idea down on paper and get a photograph or make a rough drawing of it.

Don't bother about fancy writing and pictures. Just get the idea to us and we'll take care of the rest. That's what we're paid for.

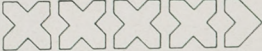
3. The contest closes at midnight on August 1, 1938. DON'T WASTE TIME.

4. Send your entry care of Contest Editor, Transit Journal, 330 West 42nd Street, New York, N. Y.

## ACCIDENTS PER 10,000 MILES RUN

MARCH 1938

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

DIVISION 5	THIS MONTH		3.6
	LAST MONTH		4.6
DIVISION 1	THIS MONTH		4.1
	LAST MONTH		5.0
DIVISION 4	THIS MONTH		4.3
	LAST MONTH		4.4
DIVISION 3	THIS MONTH		4.7
	LAST MONTH		5.5

—Research Department.

The Accident Chart has been changed to make it easier to compare the results of the current month with the previous month.

The accidents incurred for every ten thousand car miles run are shown in solid black for March, 1938, and in outline for February, 1938.



## BEST WISHES TO:

Tobey Theodore, born to Conductor (Division 5) and Mrs. L. L. Hiller on February 22.

Jeanette Loraine, born to Conductor (Division 5) and Mrs. L. L. Meeker on March 6.

Michael Allan, born to Motorman (Division 1) and Mrs. W. F. Curry on April 6.

Marvin Wayne, born to Motorman (Division 1) and Mrs. M. L. Howell on March 24.

Ronald Rhodes, born to Painter (Dept. 11) and Mrs. G. H. Anderson on April 11.

Gilbert Raul, born to Mr. and Mrs. Felipe Carrillo (Electrical Repairer, Dept. 6) on March 24.

Maurice Richard, born to Mr. and Mrs. M. R. Houser (Car Repairer, Dept. 6) on April 1.

Kathleen Marie, born to Mr. and Mrs. R. W. Findlater (Car Repairer, Dept. 8) on March 18.

Joyce Louise, born to Mr. and Mrs. Paul P. Marshall (Serviceman 16th Street Garage) on March 28.

Jerome Stuart, born to Mr. and Mrs. Ernest Webb (16th Street Garage) on April 7.

Carolyn Jo, born to Operator (16th Street) and Mrs. Ralph Sudderth on April 2.

Billie Mae, born to Mr. and Mrs. H. S. Holloway (16th Street Garage) on February 19.

Phillip Iven, born to Conductor (Division 4) and Mrs. J. W. Critchlow on March 20.

William Barnaby, born to Motorman (Division 4) and Mrs. H. W. Clark on April 5.

Donald Lee, born to Conductor (Division 4) and Mrs. H. D. Plank on April 16.

Judith Diane, born to Mr. and Mrs. Salvador Gravino (Way and Structures) on March 12.

## OBITUARY

William Oliver Butler, Conductor Division 3, died March 19, 1938. He was born in Galena, Mo., December 8, 1875, and was employed as Conductor, Division 1, from April, 1903 to December, 1905; reemployed as Conductor, Division 3, February 3, 1910. Mr. Butler is survived by his widow and son. He was a member of I.O.O.F. No. 290, San Bernardino, California.

Charles Alfred Plume, Derrick Man, Way and Structures Department, died April 4, 1938. He was born in Florence, Kansas, February 17, 1880, and entered the service of this Company April 25, 1903, as Conductor, Division 1. Appointed Derrick Man, in the Way and Structures Department, November 25, 1905. Mr. Plume is survived by his widow.

Harold William Lotz, Motorman, Division 4, died April 10, 1938. He was born in Rockville Center, New York, September 1, 1908, and was employed as Car Cleaner, Division 3, Mechanical, transferred to Motorman, Division 4, November 16, 1936. He is survived by his widow.

Albert Alexander Tavener, Accountant, Auditing Department, died April 10, 1938. He was born in Ohio, December 25, 1888, and entered the service of this Company December 20, 1917. He is survived by his widow and one son.

The wife of Frank R. Nye, on the Pension Roll, died March 24, 1938.

The wife of William S. Mayo, Car Repairer, Department 8, Mechanical, died March 29, 1938.

The wife of Charles Herbert Freer, Flagman, Transfer Department, died April 13, 1938.

## LARY SICK FOLKS

By R. A. PIERSON

*Superintendent of Personnel*

During the month of March, there were 26 employes confined to the Hospital, which represents 223 hospital days. The cost of this Hospital service was \$1,386.00.

Regret to report the death of three employes during the month of March, and the death of the wives of five employes. The employes who died were covered under our Group Life Insurance Policy, and four of the employes whose wives died were members of the Wives' Death Benefit Fund Plan. We regret that one employe was not a member.

During the month of March, there were 201 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## APPRECIATION

Letters expressing appreciation of sympathy extended them during their recent bereavements have been received by the Company from Mrs. Frank Dyer and family; Charles N. Stowe; Wm. S. Mayo; Mrs. Minna A. Butler and family, and Frank R. Nye and son.



## CONGRATULATIONS TO:

Motorman G. F. Titmus (Division 5), married to Miss Frances Batchelor on April 3.

Johnnie Sottile (Car Repairer, Division 5), married to Miss Edith Nelson on April 10.

## WOMEN'S CLUB

MRS. L. B. MEEK  
Press Chairman

The month of April has been dedicated to "Know Your Company." We have found that there are a lot of things we wives and mothers of employes don't know about the company our men work for.

On Thursday, April 7, we heard a very helpful talk by Dr. W. L. Weber, Chief Surgeon of the Los Angeles Railway. Dr. Weber spoke on "Accountants in the Home."

Mr. E. E. Kenway, Assistant Superintendent of Personnel, told us several interesting things about the pay check, as well as some other important things we should know.

At this meeting we also had some very good motion pictures in color, taken and shown by Mr. L. J. Turley

of the Electrical Department. Mr. Walter Whiteside assisted him.

The card and bunco party held at the Ivy Tea Room on April 14, was said to be a success and everyone reported a very good time.

Another interesting program was the meeting of April 21, when Mr. E. L. Lewis, Manager of the Lary Main Building, showed us lantern slides on the "Romance of Transportation Development."

Report of nominating committee of the club was also given at this meeting, and it was announced that the election of new officers of the club would take place at the May 5 meeting. All members of the club are urged to attend this meeting.

A Mother's Day program and May Day party will be held on May 5, 1938.

Another card and bunco party is being planned for May 12 to be held in Room 309, main building. For prizes and refreshments a charge of 15 cents is made.

All ladies who like to sew don't forget Mrs. Jackson can use your help in the sewing she and her helpers are doing on the second and fourth Tuesday of each month in Room 309, main building. The hours are from 10 to 4.

## SQUARE AND COMPASS

By BILL LANE

An unusually large gathering of the Lary Square and Compass Club members assembled at Von's Cafe, 9th and Hill Streets, for their monthly meeting Saturday evening, March 19, 1938. Von's must have "it" in the way of eats judging by the way the boys keep coming back for more. As usual everybody was satisfied.

Oscar Elrod, famed for growing hair on a busy street, you know what I mean, brought with him as guests Brother Marston of the Acacia Club, also rookies Billy Vejar and Van Riper. These rookies will get theirs sometime in May, so watch out for the date and hand it to them right. Oscar also brought with him Brothers Greenwood of the Instruction Department, Frank Erwin, Foreman, and Extra Clerk Gretenberg of Division 4, whom we welcome as new members of the club. Andy Anderson of the South Park Shops was also welcomed back to the fold after an absence of several years.

The entertainment features were enjoyed by all Brothers present. Catherine Van Riper, daughter of Brother Van Riper, gave several selections on her marimbaphone which was an unusual treat for us music lovers. We also had a magician who made Lloyd Yeager envious with his card tricks. This boy could make the cards change spots while you were holding them in your own hand. Last but not least was the entertaining argument between Vice-president



*"Yes, that's what I said—Mr. Mugglewart won't be at work this morning because he got out on the wrong side of the bed!"*

Pedersen and Brother Peterson as to the qualities of Swedes and Norwegians which ended in a draw.

Our President L. F. Sparks says "Keep it up boys. Four new members in one night makes me happy, so let's have four every month."

Our Vice-president C. P. Pedersen has gone Hollywood or rather Hollywood has come to him. He has moved a seven room house from Hollywood to his corner lot at 54th and Second Avenue and now is looking for cement foundation men and carpenters, so if you have these talents come on out next Sunday and give him a hand. He doesn't need painters as he says he is the best painter that ever came to Los Angeles.

## AMERICAN LEGION POST 541

By L. L. LEASMAN

Los Angeles Railway Post No. 541 American Legion is very busy these days getting ready for both the State and National Conventions to be held in Los Angeles in September.

Comrade McMillan is organizing a Pistol Team of which he is chairman and Comrade R. G. Copeland was appointed Captain by McMillan. Comrades, if you are interested in shooting get in touch with either of these Comrades or the Commander of the Post.

We are happy to welcome into membership of our Post two new Comrades; Frank Engerton and Andrew Sybert. We'll be looking for you as often as you can come to our meetings.

We have adopted a Mascot in our Post, Comrades. Her name is Betty Lou Gruver and her father is from the Coach Division. Welcome to you, Betty Lou.

Our Post is sponsoring a boy to the Boys' State this year. This is another part of the American Legion program that this Post is helping along.



*"Your husband talks in his sleep—my man walks in his sleep. When your husband calls 'Main Street' mine steps out the window."*

You comrades who are eligible to the American Legion and do not hold a membership in the organization, we heartily invite to come down and visit our Post and see for yourself what we are doing for the good of our members and all veterans. We meet the 1st and 3rd Tuesdays of the month at Patriotic hall, 1016 South Figueroa. Come down and see for yourselves what a lot of pleasure you are missing.

Los Angeles Railway Post is going to have a short business meeting on May 3, after which will be shown the pictures of the National Convention held last year in New York. Come up and see them.

Los Angeles Railway Unit (Auxiliary) is very busy getting ready for its Poppy Sale to be held May 27-28. Girls will be at all Divisions. The money received from the sale of

the poppies will be used for child welfare and rehabilitation for those who are less fortunate than we are. So let's all support this worthy cause. When you buy a poppy, look for our girls at the Divisions and the L. A. Railway Building.

Happy to report Comrade Manning and Carleton and Mrs. Elsworth all home from the hospital and doing fine.

Our next dance will be held May 14 at Harmony Hall.

*"You are late, William!" said the schoolmaster.*

*"Yes, sir. I had a nasty fall this morning!" was the reply.*

*"Where did you fall?" asked the master.*

*"Well, sir, after mother called me I fell asleep again!"—Exchange.*

# A Coach Operator Seen Through the Eyes of a Rider

(EDITOR'S NOTE: *This was an anonymous contribution. We'd like more from this contributor—also his name.*)

THE driver of the bus seemed not only disgusted but very tired. The woman who had just got on his bus looked tired too, and she was carrying an armful of bundles that hindered her in her effort to withdraw her fare from the purse that lay atop her packages.

It seemed that one tired and worn body and brain grated on the other, as the driver, hardly looking up, sharply requested his fare and simultaneously ordered the woman to move back in the bus.

A few blocks farther on another woman, a colored domestic, slowly and clumsily hoisted her one hundred and seventy odd pounds into the doorway, and pausing there panting with the exertion, asked directions to her new position in an unfamiliar part of town.

The colored woman, it soon became evident, had the wrong bus, and was going in the wrong direction. Combined with this she had caused the driver to miss his open signal; a cross-town car had discharged its load of humanity upon him during the interim, and he was already late on his schedule.

It seemed too much for his already tired and frayed nerves, and his subsequent snapped remarks and half given answers to questions of direction attested to his impatience and growing anger.

In my mind as I watched, I branded the driver an impatient, quick-tempered man, much too hot-headed and inconsiderate for his position.

On up the crowded street a few blocks farther, another homeward bound crowd swarmed upon the bus, pushing, crowding and impeding

each other in their mad rush for the door and seats.

I watched, expecting this final jam of humanity to bring from the already irate driver an explosion of his pent-up emotions.

Therefore it was in surprised interest that I leaned forward as I heard from the front of the bus, not angry, harsh tones, but the voice of the driver, soft, considerate and distinctly pleasant.

Then I saw the person to whom his voice was addressed, and knew the reason for his change in tone and action.

A little old lady just without the door, a large shopping bag in one hand, and in the other the white cane that denoted her blindness. She was tiny and bent, confused and a little frightened in her blindness.

But under the gentle voice of the driver she became calmed and reassured. She asked for an address far out on the boulevard. The driver gently assisting her into the bus, seated her close behind him where he could call her and could help her off at her street. And though I am sure she was not his mother, yet he called her mother—and it pleased her.

And suddenly I saw the driver as just a human being with nerves the same as you and I, working all day with pushing, crowding and impatient humanity until by the close of his day he too had become awfully tired and a little impatient too. But deep down under all his weariness still beat a heart, big and generous and kind to one who really needed kindness.

**7 KEYS TO**  
*Safety*

1. GOOD HEALTH
2. AN ALERT MIND
3. WILLINGNESS TO LEARN
4. KNOWLEDGE OF RULES AND SAFE PRACTICES
5. CONSIDERATION FOR OTHERS
6. CARE IN PLANNING WORK
7. APPLICATION OF SAFETY

—National Safety Council

# DIVISION



## Division Five

FRED MASON

Well folks, the baseball season is well under way now and from all indications it is going to be quite a race. Of course all teams are pointing for that snappy little outfit and last year's champions — Vernon Yards—and it is going to be interesting to see which team will be the first to take them. Don't forget, Sunday, May 8. That day has been set aside as Division Five Day. A very good program of entertainment is being arranged and our opponent on that day will be Division One.

When it come to a fellow changing his mind, Motorman Jimmie Waddel has everybody beaten, including the ladies. He popped in the office one day recently with the request for ninety days off to go to Bonnie Scotland. Two days later he came back and said "Say change that will you, I'm going to Japan." It appears that the "Athel Princess" stopped at San Pedro from Liverpool on its way to Tokio, Japan. Jimmie's son is working on the boat and the skipper is an old school chum of Jimmie's, so he is now on the waters of the broad pacific, just going for the boat ride. Foreman Jim Madigan says he believes that some of his shirts came back from the laundry minus some buttons and he's gone over there to get the buttons back.

Motorman J. F. Smith reports an oddity which happened at his house. He says his wife found a mocking bird egg in the mail box one morning and she had a canary bird that wanted to set. She put the egg in the nest and sure enough out hatched a little mocking bird.

Motorman J. L. Hoffman and his wife are back from a very enjoyable two months vacation spent in New Orleans, Louisiana, visiting relatives and friends, and then tripping on up north to Berkeley, California, to see their daughter.



## Division Four

C. J. KNITTLE

It isn't startling that Motorman H. A. Renner owns a green Studebaker sedan nor did it surprise us when he loaned it to Switchman Eddie Vogel.

Eddie's wife and her mother were arriving from Milwaukee. He wanted to meet them in great style, drive them home and return the car to Renner at Division Four.

He did. Renner was not around when Vogel arrived so he left the keys with the Division Clerk. Later, Renner came in, called for them and started for home.

The first unusual think he noticed was that the auto had acquired a radio. Also the motor had been changed to an overdrive and the California license plates now read "Illinois."

Instead of driving home, Renner headed for Vogels and, not finding them home, called the Police and explained the situation. The auto, he was informed, had not been reported stolen and Renner was advised to locate Vogel.

Several hours later he found him. There was little to explain other than that he must have taken the wrong auto when they came out of the station.

Renner headed for Fifth and Central and soon the dilemma was solved. There was his own green Studie still parked where Eddie left it. He called police again. In the meantime, the auto he had been driving had been reported stolen.

"There's only one thing to do about it," laughed the officer at the other end of the wire, "Park the car that does not belong to you and help yourself to your own."

A. B. Chambers and J. M. Gilleese were the first two conductors to turn in at our new cash window. March 26 was the date and we take this opportunity to express our keen satisfaction with this new system.

Three days before the Lary baseball season opened, April 7, a pep meeting was held by the Division Four team in the Lecture Room of the Instruction Department. League President Roy Platner and Vice-President K. E. Sloan were present. A lively rally ensued. Mrs. Ann Kuhle, proprietress of Two Bells Cafe, who has treated the team with three turkey banquets and donated one complete uniform was also on hand, serving the boys and officials generous portions of delicious chili and beans without cost. Mrs. Kuhle should be appointed Honorary Captain. Her activities to the team's interests go far beyond the idea of advertising her restaurant across the way. One has to watch Mrs. Kuhle at the games, see her shout and gesticulate to the Division Four players and then hear her speak proudly and tenderly of "My Boys" to understand this.

For several weeks recently, the motorman and operators have been receiving added instruction on



# NEWS

power-saving. Motormen E. F. Adams, D. D. Rhodes and E. D. Waedekin were assigned to contact the Division Four men. From the improvement indicated on power-consumption charts, a majority of our motormen and operators should feel as proud as a gang of former hospital patients with no scars to show but lots to say about their operation.

Conductor and Mrs. R. T. Melton, not having heard from a nephew who was ill in the Navy Hospital in San Diego, decided to drive down on April 14 and investigate. In one of the small towns enroute, Melton was stopped and tagged for speeding. The fine was \$5.00. Arriving in San Diego they learned that the nephew had been transferred to the Soldiers Home in Sawtelle. Returning to Los Angeles they continued on to Sawtelle only to be informed that the relative had been discharged as fully recovered that morning. So the Meltons returned from their 325 mile trip minus \$5.00 and with nothing gained. Late that afternoon the nephew sent them a telegram from downtown Los Angeles. Would they drive down and get him? He had been looking for them all day.

Boys will be boys and circuses are not the only place where men impress us as being just a crowd of grown-up youngsters. On the evening of April 5, Operator T. B. Eckert found a large firecracker and decided to give Operator G. C. Fox a thrill. Lighting the squib he tiptoed over and behind Fox. Then Fox began to turn around slowly. Eckert waited crouching and then—BOOM! It went off in his hand. He's still wearing the thumb in a rubber cot.

The importance of driving your auto on the right side of the railway tracks on Pacific Boulevard east of

Santa Fe Avenue instead of the more convenient left side was demonstrated April 13 when W. J. Gracin, a Division Four ball player, took the unlawful short-cut to the Vernon Yard Ball Park gate, was arrested and held in Vernon Police Station till friends raised a \$10 fine.

Two Division Four mechanics answered a trouble call from Operator Freddie Morrow of "P" Line with long sticks instead of the usual wrenches, screw drivers and hammers early one recent Sunday morning. A large cat which had probably sought shelter on the housings under the car the previous night was still "riding the rods."

An "H" car was traveling westward on Seventh Street, Sunday, April 3, but all was not peaceful aboard. A well-dressed drunken man in the front section was marring the solitude with boisterous and offensive language. Finally the Motorman, E. M. Bliss, told him he would have to quiet down.

"Is that so?," retorted the drunk, "For half a cent I'd shoot you."

"Well you had better think it over," warned Bliss, "If you continue to annoy these people I'll have to ask you to leave the car."

For a few minutes the disagreeable rider remained quiet and the car traveled on. Then he again burst out with a new line of exasperating epithets. Another passenger slipped up to Bliss and whispered:

"He's carrying a shoulder holster. I'll work my way behind him and you come back cautiously. We'll grab him and get the gun from him."

"Okay," replied Bliss and a minute later both men pounced upon the unruly subject but the narrow aisle and close seats provided a poor arena for the scuffle. In the end the wiry sot slipped from their grasp,



*Pajama Girl. That is what we call her but the little lady indignantly informed us she is Bobby Lee, aged 3. Bobby is the daughter of Painter Keith Graham of South Park Shops.*

backed to the controller and screaming, "I'll get you now!" yanked out the holster. A trigger clicked.

"I told you I would," yelled the drunk as he hopped off and fled the scene, leaving Bliss and the passenger staring at each other.

"Drunk and crazy, too," opined Bliss to the patron.

"Not exactly," replied the man, "He shot us all right but it was not a gun in the holster. It was a candid camera."



## Shops

F. ARLEIGH FRAZIER

V. W. Arnold was very much disturbed by someone he thought had put a piece of steel in one of the wooded seats he was trying to drill. Everything is all right now as he found out he was turning the hand drill backwards.

South Park Shops won their first softball game April 11, via a home run by R. N. Ross. The score, 11 to 1.

George Strickland went to San Diego on a fishing trip and caught a 1 lb Yellowtail. It took him until Tuesday morning to get it back to Los Angeles.

Fred Andrus is still on the sick list.

We express the sympathies of the Shop Boys to W. S. Mayo whose wife passed away recently.

Our sympathies also to John Gudelman and family for the loss of his brother.

Warren Knowles got up in a rush, dressed and came to work. Along about 10 a.m. he noticed something



*Carol Jean, 17 months old daughter of Bob Findlater, South Park Shops.*

around his shoe tops but it was nothing much—just his pajamas.

V. Dotson is in Missouri to attend the funeral of his father-in-law.

J. De La Torre is back to work from an extended vacation in the bean country.

After all these years we have found out who the cigarette snatcher is. It all came out in a little explosion for Tom Fowler's benefit. Someone had left a loaded cigarette on the table and Tom had a free smoke while it lasted.



## Division Three

On the morning of March 25, Conductor C E. Vassar was seen in the assembly room with a rather woe-begone expression on his face, so much so one could tell something was radically wrong with the gentleman. Upon investigation it was found that Mr. Vassar had missed out—the second time in thirty-three years.

Motorman A. B. Parker is off duty on the sick list. His doctor told him to stay home and not do any work of any kind—to take a complete rest, but while he was at home it was impossible to keep him quiet, so Mr. Parker had to be removed to St. Vincent's Hospital, where he is getting along nicely.

On account of the death of a brother near Neosho, Missouri, Conductor G. C. Rowe, accompanied by his mother and a nephew, made the trip to that city to attend the funeral. By driving continuously, the trip was made in thirty-six hours—six hours less than the time by rail. The sympathy of all is extended in their bereavement.

Operator E. B. Adams is to make a trip to the vicinity of Kansas City to visit relatives during his vacation.

Motorman E. Donlan and Y. W. Beal have gone to North Carolina, where they are to spend their vacations.

Motorman V. C. Swenson and R. J. Wiweke will spend their vacations in Chicago, Illinois.

Having a brother in the automobile business in Denver, Colorado, Conductor O. G. McDermith, accompanied by his daughter Thelma, is going by rail to that city to drive back a new Dodge. Mr. McDermith says Thelma can hardly wait to make the trip, as she has never ridden on a train.

Conductor W. D. Potts and family were called to Little Rock, Arkansas, on account of the death of Mrs. Potts' father. The trip was made by auto, and Mrs. Potts said he could make as good or better time in that manner than by rail.

Motorman R. D. Lowry is to spend his vacation in Oregon, while Conductor C. S. Richardson will go to Missouri and Conductor A. T. Holland to Arkansas.

Motorman Johnnie Miller has a water faucet in his front yard at which many passers-by stop to get a drink. Several days ago someone must have gotten a drink and neglected turning off the water, this, according to the plumber, caused a water heater, located in the laundry room, to blow up. The bottom blew out of the tank, tearing a great hole in the floor. The remainder of the tank went through the roof, and the concussion blew the walls of the room about a foot out of place. Mr. Miller says his damage will amount to about five hundred dollars.

As this is written Switchman J. R. Holland is chaperoning a bunch of about fourteen of our trainmen on a fishing trip to San Diego. No doubt when they return we will hear many fish stories, even though we don't get any fish.

The men of Division 3 were very much shocked and grieved to hear that Conductor W. O. Butler passed away on March 19. The funeral was held in the Little Church of the Flowers in Forest Lawn Cemetery. The sympathy of all is extended to his family.



# 16th Street Coach

CHARLES H. HARDY

Harry Lester piloting a race car at the Southern Ascot Speedway at about 100 m.p.h., was approaching a curve when the drag link dropped off the spindle and at the same time the throttle stuck wide open. The car shot through the fence, hurdled a ditch and several obstacles, then turned over several times. There was considerable difficulty in extricating Lester from the completely wrecked car. He luckily escaped with several bruises.

C. F. Klug, E. Wetzler, O. Koontz and others were on a fishing trip when the town of San Diego was suddenly startled by the cry of "Yel lowtail!" Looking up, the population of San Diego saw Koontz hoisting a 45 pound shark aboard.

N. L. Clark, Wilshire Operator No. 687, whose hobby is radio, generously offers to repair the radios of his fellow workers at cost.

W. C. Stange left his changer in the coach when he answered a hurry-up call at the end of the line recently. On his return he discovered that a sneak thief had played a piece on the changer to the tune of \$4 in quarters.

Many of the Wilshire men and their ladies accepted the invitation of the Carthay Circle Theater to take advantage of the special rate extended to them for a couple of days.

Shed a tear for J. A. Stone who reports for duty in a clean shirt and fresh shave and discovers it to be his day off.

D. Garner and A. Grant are the new cash receivers operating the coin counting machine.

Many salty expressions and nautical terms are expected to be heard around the Division as it is reported that "Captain" F. Epp has recently purchased a boat.

J. Logan, who was returning from his father's funeral in the east, had

his new car badly damaged when a car coming from the other direction crossed over the double line to pass another and struck him despite his efforts to avoid the crash. Logan who only a short time ago recovered from a broken arm received in a ball game hopes his luck will change soon.

On Friday, April 15, the operators of the Motor Coach Division, the Wilshire line, and his many friends, presented C. O. Morse, retired Division Superintendent of the Motor Coach Division, with a beautiful 12 tube radio and a lovely floor lamp. This presentation was an entire surprise to Mr. Morse, as our committee of one, G. F. Buckman, found Mr. Morse not at home upon arrival at his residence, and proceeded to do a second story act, install the radio, and put everything in order before leaving.

Mr. Morse also takes this means of thanking his many friends for their kind remembrance. It would give him the utmost pleasure to thank them personally at his home, 211 West 58th Street.

## 16th STREET GARAGE

The Garage Softball team played and won their first game of the season on Monday, April 11, at Vernon Yard, the score, Garage 27, Coach Cleaners 1. Gene Lockridge pitched a good game although handicapped with a lame back from picking wild flowers the day before. On the day

following, the Coach Cleaners were given a scorching pep-talk by their manager on the subject "How to Catch a Ball."

Harry Van Den Burg almost sprained his thumbs trying to pick up a nickel when he discovered that it was bolted down. A laughing audience reminded him that it was April 1.

Percy Marsh recently became the youngest looking grandfather in the Garage. About this time the youthful Henry Pree became a father-in-law when his daughter Emelene became the bride of Leroy Hurt at a very pretty wedding. Henry's pained expression as he marched down the aisle, was not a sign of disapproval but of the discomfort of a tight pair of shoes and a stiff collar.

John Sturm luckily escaped with only a badly bruised ankle when a coach passed over his foot while he was making repairs at the gas station. He is expected back at work soon.

Joe Crawford well-known dog fancier who is often consulted regarding the care of canines was approached by Glenn Powell who asked him how to prevent a dog from chewing clothes. "Feed it," advised Joe, and he should know as he owns a St. Bernard.

At the time of this writing Tom Casey had been placed on the jury for a trial that was making all the headlines.



"Let me show you how to rope a T-bone," says L. D. Ulmer to S. J. Brown, 16th Street Coach Operators, on a week-end visit to Ulmer's Ranch.



H. I. SCHAUBERT

In the Track Department we have a group of forgotten men—night watchmen. Similar to linemen on a football team they seldom get to “carry the ball.” Night after night they endure the discomforts of rain and cold and uncomplainingly face the danger and abuse from fast or drunken drivers. They risk their lives to warn approaching vehicles as they near a section of track that is under construction. Mute testimony to this danger is found in the number of red lanterns broken by reckless drivers who fail to heed the watchman’s warning. These men are “on their own” and any emergencies that arise are faced alone. An outstanding example of how well these men handle their duties was given by Arnold Wessel the other night out on Museum Drive. This is a particularly lonely street; not a house for blocks either way from where the event took place. Yet, when a holdup man accosted Arnold and simulated a gun, hidden under his coat, he soon found that he had selected the wrong man for his victim. Arnold is no Man Mountain Dean, by any means, but his courage more than offsets any physical disadvantage. After the smoke of battle cleared away Arnold quietly resumed his duties, while his assailant made a trip to the jail hospital. This man proved to be a dangerous criminal, being badly wanted in the east for kidnapping and robbery. For sheer nerve and single handed effectiveness Arnold Wessel deserves the highest praise. He had a chance to “carry the ball” and made a touchdown.

The Track Department has been hard hit by sickness lately. Caryll Thompson, Roy Keenan, George Bisbee and Carl Heffington being the more serious cases, some even requiring hospitalization.

Always first with innovations the Track Department has inaugurated a pre-Easter ceremony at which the men gather in the morning for a little friendly repartee before going out on the job. This year Walter Capps was master of ceremonies with Frank Bradley as guest of honor. After a brief but sweet speech Walter presented Frank with a beautiful decorated Easter basket. Frank’s acceptance was quite touching, as he generously offered to share his good fortune with all. Here’s hoping for a better, not bigger, meeting next Easter.



D. S. COBURN

The Los Angeles Railway Post No. 541, American Legion, extends an invitation to all men at Virgil who are eligible for membership in the American Legion to join their Post. For further information contact Supervisor E. B. Logsdon.

The Virgil Baseball team is all set to go and it expects to make a good showing in the Los Angeles Railway League, but will need a lot of support from the fans, so plan to go to as many of the games as you possibly can.

The many friends of Lee Burris were glad to see him on his feet again after his long stay in the hospital. Lee expects to be able to resume work again in a short time.

Operator and Mrs. Phil Henley made a hurried trip east and while there his mother passed away. We all extend our deepest sympathies to Phil and his family.

Jack Hannan is busy tuning up his boat and is anticipating a busy season of fishing. Anyone interested in arranging a party get in touch with Jack.

The ping-pong table at Virgil trainroom has been rebuilt and has a new top of hardwood flooring. The boys have been playing some fast

games but so far have been unable to beat the champion, Dispatcher Tudor.

Vacation time is at hand again—Dispatcher Srack has just returned from his two weeks off and Dispatcher Baker is now enjoying a trip to Salt Lake City.



Madalyn Janice, 20 months old daughter of Operator and Mrs. Stanley Brown, Virgil Division.



F. F. ROBEY

### Division One

V. R. Woods had a very successful operation on his appendix. He is up and around, feeling fine.

Tommy Hartly was the latest one to join the “Order of the Long White Beard,” he is now a Grandpa. Tommy predicts the little one, a boy, to soon be very good at cards.

Tommy Calderwood was taken to the Hospital with a serious ailment. We are all hoping for his speedy recovery.

R. M. Ells is still confined to the Hospital, but is expected to return home about the first of May.

T. G. Hubbard is back to work, after being in the Hospital for some time.

M. W. Creager is visiting relatives somewhere back in Texas. He expects to be gone about four weeks. Have a good time, Tex.

We welcome to our midst, five new night car cleaners, all fine looking young men.

### Division Two

If interested in a quick way to hang a trolley catcher on car in motion, ask H. T. Brown about his new method. \$1.00 to a dime, he will *not* tell exactly how it happened or how he lost the hammer he is going to pay for, but he will tell you that out on the ranch there's going to be a wonderful crop of berries, because the Mrs. makes him stay on the ground. Yes, the house is completed and there's no chance for him to fall this spring and rest all summer.

Sorry to report that W. H. Vogt is again on the sick list, but we hear that he is improving.

### Division Three

We have almost an entire new cleaner gang and are these boys doing their stuff? Just look the cars over. Glad to have all you fellows.

The night crew is sure tickled with their new method of hours for week-ends. Off every other week-end now. Glad you like it, boys.

H. Wescombe, the Car House Committee Chairman, does the big apple on a stool. Was the wire warm, Harry?

All the boys seem to be getting respirators lately. They sure help on dusty jobs. Chester Binkiewicz had a hard time making his fit properly.

### Division Four

The reason for the chest expansion on Ed. Webb is that he is now a proud grandfather.

If you don't think the new fare box wagon is all right, just ask Bob Bath.

Al Keller is back to work after being off several weeks with an injured hand.

### Division Five

Our baseball team is holding a drawing May 12, for tickets that have been sold. The prizes are (1) set of fog lights; (2) electric silex set; (3) bill fold; (4) carton of cigarettes; (5) five gallons of gasoline. The winners will be announced in a later issue of TWO BELLS.

Any Sunday that you have nothing else to do, go over to Jim James' back yard and watch him playing with his electric train.



### Division One

R. C. RUGGLES

This has been a busy month at our Division, many changes being made in schedules, and general shake-up held in all runs.

Our Division Superintendent gave the boys a short talk covering the necessity of operating our cars as per schedule, going into details as to why it was necessary to carry the running time through to each time point. He also spoke about the various infractions of rules and the ease with which these rules can be lived up to. The men showed quite an interest in this talk and from the comments heard afterward it was appreciated by all. We sincerely hope that a decided improvement will be shown in the near future.

Since the advent of Cash Receivers our overs and shorts have shown a decrease, which is gratifying to all.

On the night of April 2, at T.V.G. Hall, the first annual dance of the Lary orchestra was given. There were about three hundred in attendance, everyone reporting a good time. One of the highlights of the evening was the winning of a prize by Mr. Morgan: a kid, (goat to you) dressed in a baby bonnet and rubber panties. Our Division is proud to say that one of our Operators, Gene Hazen, and wife, won the loving cup for the Prize Waltz. We are all looking forward to another dance in the near future.

On April 10, at Vernon Yards the 1938 Baseball season of the Lary was officially opened. It was a grand day, perfect weather, a large crowd and our Lary Band gave us a half hour concert of good music. Mr. Morgan caught the first ball which was pitched by Mr. Wimberly. Our official song of 'Smiles' was sung by all and the game was on. Division One played the 16th Street Coach team. Operator Craft pitched the first inning and R. B. Means the second.

W. H. Neighbors, a former motorman, now retired, visited us this month. He wished to be remembered to his old friends.

C. A. Hill, former Switchman, is leaving for an extended auto trip through the East.

Motorman Farley is spending thirty days in Arizona for his health. We hope to see him much improved on his return.

Operator L. Thornhill is spending forty-five days visiting his folks in Oklahoma.

Conductor E. E. Sanders reported a nice trip to the Imperial Valley.

Operator G. G. Gifford has been ordered to the hospital for a rest. He is doing very well and would appreciate seeing any of the boys.

### RETIRED EMPLOYEES



By D. L. GRAGG, Secretary

The regular meeting of the Retired Employees Association was held in room 309, Los Angeles Railway Building, at 2:30 p.m., on April 19.

Forty-five members were in attendance. Dr. Robert L. Bourland delivered a most eloquent address on "The Romance of the Last Crusade." The next meeting will be held on Tuesday, May 17.



# ELECTRICAL



WALTER WHITESIDE

The weather is warming and the birds are beginning to sing which is the first touch of spring. H-hum! Spring—vacations.

Vacation traveler number one is E. D. Wade who, with his family, took a jaunt to Arizona. Ed. evidently knows where the fishing is good and the hunting is par-excellent as he visits Arizona nearly every year.

M. J. Barnett took an early or winter vacation and visited Death Valley and the Grand Canyon.

While these two men were taking trips F. Greenlaw who has been under the weather decided to take his vacation and stay around home just relaxing.

Leonard Brown nearly had cause for a vacation from fright. He hooked bumpers with another car and when Leonard stood on the bumper to release his car the other car started up and the bumpers made a snapping sound when being released and Leonard jumped off thinking his back was broken. When he arrived at the office he had the other boys look at it to see if it was.

Jerry Coxe has just been exposed as a chef-de-tummy ache. Jerry in cooking tamales seems to have that certain something which makes them smell and taste better than ever. Lately Jerry has been cooking these tamales where the aroma rises to the waiting nostrils of two—might we say enormous—eaters, Carl Brown and Sammy Van Den Burg. Now Carl and Sammy both vouch for the appeal of these tamales but they can't understand why it is that Sammy always has after affects and Carl is always O.K.

One day recently after partaking of one of these feeds, Carl and Sammy took a trip to see the wild flowers. We don't know if the tamales had a blinding effect or not but they claimed they only saw three flowers.

# TEAMS AIDED BY BASEBALL DANCE

Exhilarating dance music, eleven floor show numbers and eighteen door prizes provided an attraction that drew approximately 800 to the Los Angeles Railway Baseball Dance at the Foresters Hall, 1399 South Hope Street on Saturday, March 26.

The astounding success of the event directly benefited each individual team. The entire cost of the dance was assumed by the Los Angeles Railway and the teams were permitted to retain all money received in the sale of tickets.

Motorman C. W. Coulter of Division 5 was Master of Ceremonies. Bill Oaks and his Los Angeles Railway Band were responsible for the excellent dance program.

The entertainment numbers, which

followed a short address by Mr. Eric Kenway, Assistant Superintendent of Personnel, were presented by Daniels and Laird (Div. 5), banjo and guitar selections; Jimmie Dennis (South Park Shops), songs; Bob Selbo (Virgil Coach), and his mechanical tap dancer; George Alwes (Div. 3), vocal and guitar numbers; M. Ruiz, (Div. 1), songs; Dolly Hobson and Clark Rutledge (Sebastian's Cotton Club) patter, songs and dances; Betty Lou Gruver, songs; Manriquez and Saiza, guitarists; the Saiza Sisters, songs.

Credit for the success of this event is due League President Roy Platner and Vice President K. E. Sloan who personally supervised the plans for the evening.

## OPPORTUNITY

**They do me wrong who say I come no more  
When once I knock and fail to find you in;  
For every day I stand outside your door,  
And bid you wake, and rise to fight and win.**

**Wail not for precious chances passed away,  
Weep not for golden ages on the wane;  
Each night I burn the records of the day;  
At sunrise every soul is born again.**

**Laugh like a boy at splendors that have sped,  
To vanished joys be blind and deaf and dumb;  
My judgments seal the dead past with its dead;  
But never bind a moment yet to come.**

**Though deep in mire wring not your hands and weep;  
I lend my arm to all who say "I can!"  
No shamefaced outcast ever sank so deep  
But yet might rise again and be a man!**

**Dost thou behold thy lost youth all aghast?  
Dost reel from righteous retribution's blow?  
Then turn from blotted archives of the past  
And find the future's pages white as snow.**

—Anonymous.

# Interesting New Books in Company Library

*Annual Reports:* Annual report of Detroit Street Railways, 1937; annual report of Federal Power Commission, 1937; annual report of Interstate Commerce Commission, 1937; Second Annual Report of Social Security Board, 1937; annual report of the National Industrial Conference Board, 1937; Los Angeles. Annual message of the Mayor and annual reports of city departments; United States. Departmental annual reports for 1937 including Budget.

*Foreign Transportation:* "Railway and highway transportation abroad." A study of existing relationships, competitive measures, and policies.

*Traffic Surveys of:* Automobile Club of Southern California. Mr. R. T. Dorsey, Traffic Engineer of City of Los Angeles. Flint, Michigan. San Francisco, California. Kelly Plan, Chicago.

*Urban Transportation:* "Electrical equipment for modern urban surface transit vehicles," by S. B. Cooper.

"Modern City Transportation," E. J. McIlraith of the Chicago Surface Lines. "Application of modern electric vehicles to urban transportation," by C. M. Davis. (These papers are recommended by the American Institute of Electrical Engineers.)

*Outlook on Government Problems:* "The Romance of Reality," by Leonard E. Read, Pacific Coast representative for the United States Chamber of Commerce. His viewpoint on the present trend in government activity.

*Trackless Trolleys:* "Modern Trolley-Coach Operation," by James H. Polhemus. "Modern Trolley - Coach Operation," by Edward Dana. (These papers are recommended by American Institute of Electrical Engineers.)

*P. C. C. Cars:* "Principal parts of brake equipment." Westinghouse Air Brake Company. January, 1938. "The P.C.C. Street Car." C. F. Hirshfeld, of the Transit Research Corporation. "Results of Operation of P.C.C. Cars in Pittsburgh." T. Fitzgerald of

the Pittsburgh Railways Company.

*Motor Coaches:* "Automotive Air Brake Equipment," by Bendix-Westinghouse. Instruction sheets. "Operating Experience with Gas-Electric Drive Motor Buses," R. H. Stier of the Philadelphia Rapid Transit Co.

*Blueprint Reading:* "Blueprint reading and shop sketching," by Givens. Well illustrated examples of how to read blue prints.

*Letters and Lettering.* 1938 edition.

*Motion Pictures:* "How to use talking pictures in business," by Metcalfe and Christensen. This is non-technical and answers such questions as: what do pictures cost; with what success are talking pictures being used; why do some pictures fail, etc.

*Public Speaking:* "How to make the safety speech," by Irving J. Lee. (Pamphlet.)

*Hobbies:* "Stamp collecting," by Henry Renouf. (Pamphlet.) "Photography," by Kenneth Mees.

## NEW MAGAZINES IN LIBRARY

Forbes.

American Machinist.

Domestic Commerce.

## A FEW OF THE ATTRACTIVE HOMES OWNED BY RAILWAYANS



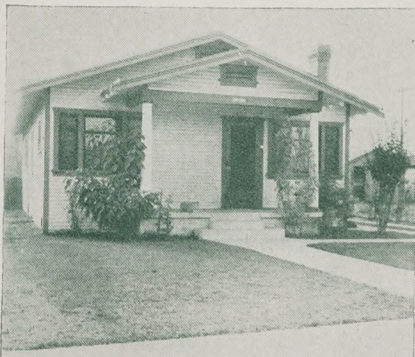
A. G. Rex (Conductor, Div. 5),  
3878 Harvard Boulevard



E. H. Ellis (Foreman, Div. 1),  
1427 W. 52nd Street



Thomas Eddy (Watchman),  
3510 Eagle Street



J. Riedel (Machinist, So. Park),  
1027 Burin Ave., Inglewood



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