

TWO BELLS

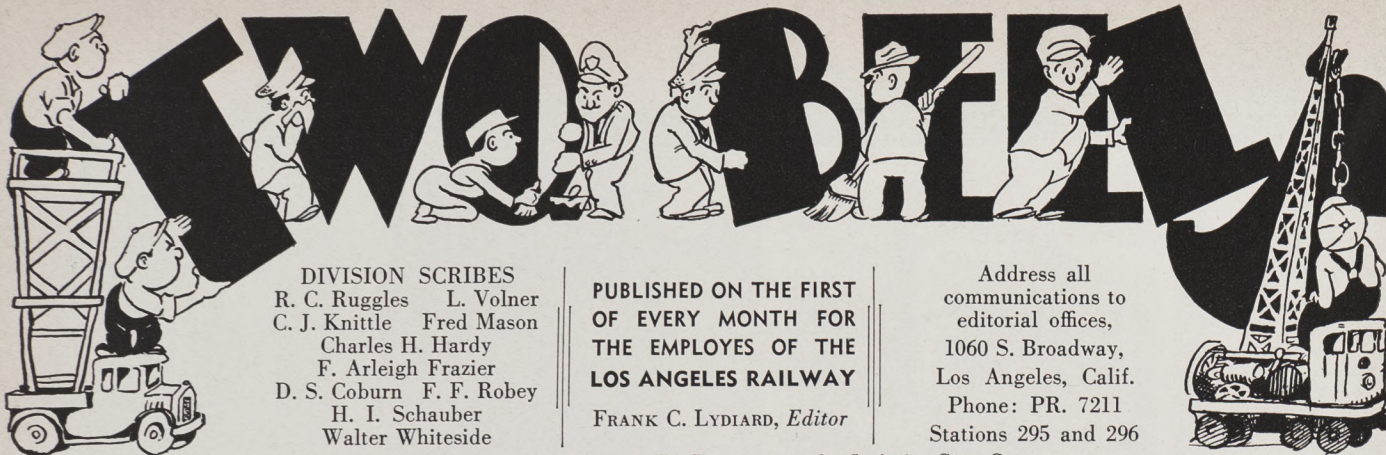


LARY AMPHIBIANS PLOW THROUGH UNUSUAL DEW-FALL

VOL. 19

MARCH 1938

NO. 3



DIVISION SCRIBES
 R. C. Ruggles L. Volner
 C. J. Knittle Fred Mason
 Charles H. Hardy
 F. Arleigh Frazier
 D. S. Coburn F. F. Robey
 H. I. Schauber
 Walter Whiteside

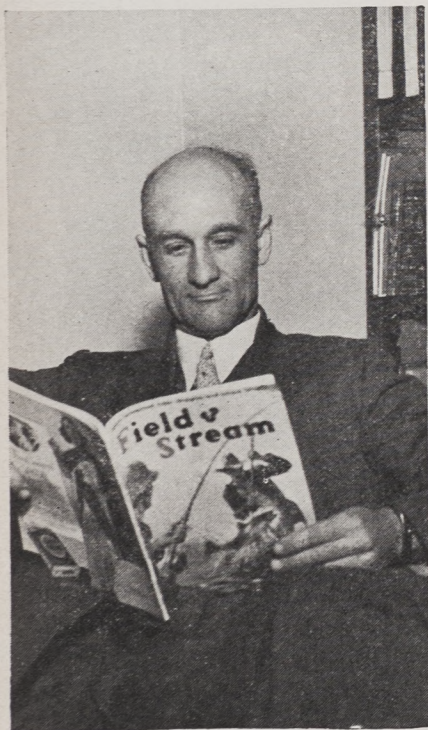
**PUBLISHED ON THE FIRST
 OF EVERY MONTH FOR
 THE EMPLOYEES OF THE
 LOS ANGELES RAILWAY**

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LARY Personalities



Supervisor Thomas Carter Clarke
*... broke wild horses while ranching
 in Wyoming and Montana ... trav-
 eled through all national forests on
 foot or horseback ... with Mrs.
 Clarke enjoys mountain climbing,
 fishing, hunting ... two sons, one
 daughter ... owns home at 704
 East Hardy. . .*

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SERVICE NOT HALTED BY FLOOD

No company could help taking great pleasure and satisfaction in the universal approval the public has shown of the splendid transportation job that was done during the recent flood period.

This could only have been accomplished through the untiring effort of each and every one with a cheerful determination to meet such an emergency. It was particularly difficult to operate cars through the flooded streets.

I want to express enthusiastic appreciation to all members of our organization for a job well done.

Lucius D. Boring

THE greatest flood in the history of Southern California which descended on us the first part of March found Los Angeles Railway and Los Angeles Motor Coach Company bus operators and trainmen rendering top-notch service in the face of unprecedented conditions. With the exception of certain sections of a few lines, all rail and bus operation continued—although in many instances the depth of water delayed schedules considerably.

Manager of Operations C. E. Morgan, in commenting on the service given, commended in the highest terms our trainmen and bus operators who, though many of them spent the better part of at least one day in an extremely liquid condition, met the situation most efficiently. Coach Operators in many instances left to their own resources, upon coming to points upon their routes

where the water was impassable, devised individual detours and by so doing kept their runs moving.

Telephone calls pertaining to service and general information proved to be a real problem at the Main Office. The switchboard staff was doubled, and an emergency information service set up in the Bureau of Public Service office to help handle the calls—which reached a peak of 400 an hour. On March 2, during the worst of the storm, many downtown stores and business houses closed shortly after noon, thus greatly reducing the late afternoon rush hour crowds.

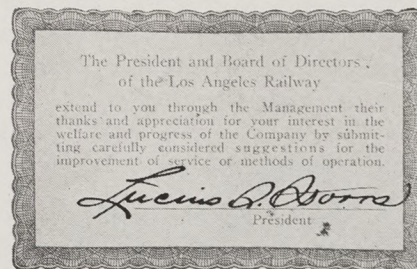
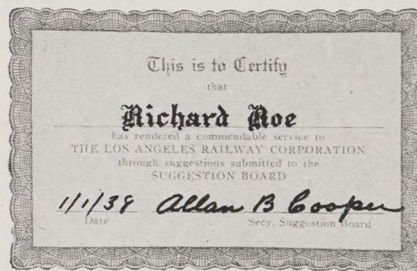
About 5 percent of our equipment suffered damage from water getting into motors and controls, requiring a drying out process and repairing of electrical equipment particularly. On the whole, the manner in which all equipment stood up was eminently satisfactory in view of the severe test to which it was put.

MANY SUGGESTIONS BEING SUBMITTED

Are you making use of the suggestion box in your Division or Office, placed there to make it convenient for you to express your ideas on improvement of any phase of the Railway's operation?

Over 500 suggestions have been received since this system was inaugurated and about 350 have been investigated and acted upon by the Committee. A Card of Merit and \$1.00 were awarded to twenty-two, and Honorable Mention and a Card of Merit awarded to seven.

Awards, 1937. Awarded \$1.00 and Certificate Card of Merit: D. C. Boring, A. R. Burk, W. B. Cady, C. W. Dean, C. A. DeGuire, C. Fisher, O. B. Harrison, R. H. Hawes, *A. V. Hitch, J. W. Hogan, A. C. Jones, A. S. Lewis, R. S. Lenoue, A. E. McGown, G. S. MacDonald, Jack Marshall, F. T. Ralphs, N. Scarisbrick, B. W. Terry, W. P. Trabue, F. A. Vallee.



Front and reverse of Suggestion Merit Cards

Awarded Honorable Mention and Certificate Card of Merit: *G. La-Creux, E. J. Lendy, F. Palfreyman, C. V. Purdy, E. R. Rath, C. W. Trice.

Nearly one hundred of the suggestions received during the first quarter of 1938, together with those pending

at the close of 1937, have been acted upon by the Committee. Fourteen were accepted, the writers of which were awarded a Card of Merit and \$1.00, while two were awarded Honorable Mention and a Card of Merit.

Awards, First Quarter of 1938. Awarded \$1.00 and Certificate Card of Merit: R. E. Bunch, B. J. Darnelle, C. C. Dotts, G. B. Harris, R. T. Mann, F. C. Milburn, H. W. Mueller, J. W. Murray, G. W. Parmentier, F. T. Ralphs, T. F. Richter, N. Scarisbrick, R. O. Schweigert, R. R. Ziegler.

Awarded Honorable Mention and Certificate Card of Merit: H. P. Pointen, M. J. Wallace.

All employes are urged to submit suggestions and may be sure that these will be investigated thoroughly and in many cases tried out before being acted upon by the Suggestion Committee, which is composed of three impartial members.

**Awards made on two separate suggestions submitted by same employe.*

•

Superintendent of Personnel

R. A. Pierson enjoys a laugh with

Assistant Superintendent

Eric Kenway.

•



ON THE PERSONAL SIDE

The Thirteenth in a Series of Company Tours

ON the eighth of April one of the best known and best loved men in the employ of the Los Angeles Railway will celebrate his thirty-fifth year with the Company. This occasion will not only constitute a landmark in many years of intelligent, well-directed effort, but will likewise represent an event to be remembered by the scores of men and women who have benefited through this man's kindness and interest in the personal problems of all with whom he has come in contact.

Superintendent of Personnel, R. A. (Bob) Pierson, has had a long and varied career in the street railway game—beginning with the Chicago City Railway before the turn of the century. At that time he received the munificent pay of 17 cents an hour, but after the first three months he graduated to an even higher classification, receiving 19 cents per hour. Leaving Chicago for Des Moines, he lent his services to the local street railway at the top rate of pay which was 15 cents an hour. In order to earn this sum he worked a run of 12 hours and 15 minutes, with an 18½

Employee Problems Given Personal Attention by Personnel Department

hour spread. In other words, it was necessary for him to be on the job at 5:40 a.m. and not until 12:15 a.m. was his time his own. Mr. Pierson received criticism from his co-workers, who felt that he must have a “drag” with his superintendent as this was considered the fourth best “swing run” out of the barn!

In developing the Personnel Department as we now know it, which was officially established in 1930, Mr. Pierson has supervised the working out of the Employees' Benefit Fund Plans which include the Medical Plan, Group Life Insurance, Sickness and Accident Insurance and the Employees' Provident Fund (which was discontinued in 1935). During that time the following additional duties have devolved upon the Personnel Department: Employment of all em-

ployes; Unemployment Tax and Social Security Pension Tax records.

A young man who in his early days spent most of his time migrating between various points in Canada and Pasadena, during which time he disported himself on various hockey rinks and baseball diamonds—between games absorbing what knowledge was to be had from the schools in his various localities—is Assistant Superintendent of Personnel in charge of employment. Eric E. Kenway who fills this office has been with the Company since 1928 and being familiar with every phase of the department's activities constitutes, according to Mr. Pierson, an invaluable associate in the work of the Personnel Department.

In direct charge of employment of trainmen and coach operators is E. P. McGurk, Chief Clerk, Employment Division (1913), who has interviewed literally thousands of applicants for positions with the Company.

Personnel Representative J. I. Finn (1912) has established an enviable record in helping employes on various problems of indebtedness and

makes a specialty of unsnarling many of the financial difficulties which all of us find ourselves in at one time or another.

Mrs. Alice McKinley (1920), Secretary to Mr. Pierson, supervises all the work in the outer office of the department and with her thorough



Above, left to right: Mrs. Bertha Crowley; J. R. Goff; Miss Anna Westcott; Arthur Orton; R. S. Bliss; Miss Patricia Boyle. Left: Miss Elizabeth Cochran; Mrs. Alice McKinley; J. J. Stirling; Miss Marie Gills; Mrs. Maxine Hawke.

knowledge of its routine has a great deal to do with its smooth functioning. Apparently Mrs. McKinley proved herself of value in the railway industry at an early age, for when she first applied to this Company for a position she was told that she was too young. Whoever made this objection must have been slightly nonplussed when word was received from the General Manager of the Duluth Street Railway that she had acted as his secretary for some time and discharged her duties in a highly efficient manner. Needless to say, Mrs. McKinley was speedily taken on.

Handling the medical records and accounts are Miss Elizabeth Cochran (1934) and Mrs. Maxine Hawke (1934). Mrs. Hawke also does stenographic work for Mr. Kenway.

In charge of the Personnel Record File is Miss Anna Westcott (1919), who is assisted by Miss Patricia Boyle (1936). Miss Boyle also acts as receptionist for the department.

Indemnity drafts under the Group Sickness and Accident Insurance are written by Mrs. Bertha Crowley (1922).

Miss Grace Hudson (1936) is the receptionist for the Employment Division and handles the stenographic work for Mr. Finn and Mr. McGurk.

Assisted by Miss Marie Gills (1936), J. J. Stirling (1923) handles all records of wages earned, insurance and Wives' Death Benefit Fund.

Doing personal contact work among employes who are on the sick list and pension roll are Arthur Orton (1910), R. S. Bliss (1900) and J. R. Goff (1927).

The Department might well be called the PERSONAL Department, because of the many individual problems which are here discussed with employes. It has always been the aim of the Department to help members of the Railway in any way possible—with each case given careful attention and all such cases treated confidentially. When cases of sickness or death occur a representative of the Department is always at hand to offer condolence and any possible assistance or advice.



Above, left to right: Miss Grace Hudson; E. P. McGurk; J. I. Finn.

ARROYO SECO CLUB- HOUSE SCENE OF DIVISION PARTY

*Wives, Children and Sweethearts Royally
Entertained by Division Three*

SEVERAL hundred members of Division 3 together with their wives, children and fellow employes from the Main Office, and the other Divisions, were present when Conductor O. L. Alwes, Master of Ceremonies opened the Safety Rally held March 19, at the Arroyo Seco Playground Clubhouse.

After several selections by the Los Angeles Railway Orchestra, our Superintendent of Operations Mr. C. E. Morgan was introduced and before starting on his discourse introduced many of our guests from the Main Office and the other Divisions, as well as Division Three men. Mr. A. J. Rosenstein, organizer and manager of the orchestra, was called to the platform and complimented upon having organized such a fine musical

body in less than sixty days. Mr. Rosenstein in turn introduced each member of his organization which has all divisions represented.

Mr. Morgan's talk was rather brief, but as usual right to the point along the lines of safe operation and rendering *Service With Smiles*. It is much easier to greet your patrons with a smile than a frown, and also by so doing one has made an impression upon them that not only reacts to the benefit of the platform man, but to the Company as well. Mr. Morgan shortened his talk to introduce one whom he called a "recent discovery."

Mr. Morgan happened in on a meeting where the men were practicing public speaking, and being impressed with the talk given by Leo

F. O'Hare at that time, singled him out from the audience and invited him to the platform. Mr. O'Hare discussed the subject of *Safe, Courteous Service*, giving some good advice on how to avoid accidents. It was the unanimous opinion of all present that Mr. Morgan had made a real public speaking discovery in Mr. O'Hare.

After these talks we were entertained with more music by the orchestra, and various vaudeville acts by Gladys Nelson and Elizabeth Altamanuck on the piano accordions, George Alwes and his guitar, Glen Ray, violin solo, accompanied by Walter Sweet on the piano. Gay Crichton and Art Elsasser presented a roller skating act, Buck Weaver and Ray Lowery strummed the steel guitar, and soloist R. O. Bennett gave several selections.

Later all were invited into the dining room to partake of refreshments while the auditorium was cleared for dancing. Then to the music of our splendid orchestra, everyone danced.

If you have never attended one of these division meetings you have certainly missed something. You are invited to the next one, given by Division Four at the Masonic Temple, Pico and New Hampshire, on Saturday night, April 9.

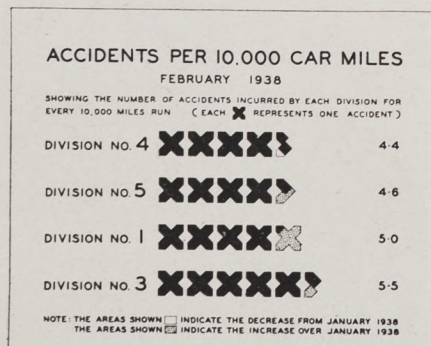
LOOK CLOSELY

Look at the following sentence and then state how many times the letter f, either large or small, occurs:

The Federal national fuses are the result of scientific study combined with the experience of years.

Did you answer three right off the bat? Somebody says four! It is said that out of twenty people of intelligence not more than two will get it right the first time, and many will not find more than three after being told there are five.

ACCIDENT RECORD FOR FEBRUARY



TRADING POST

Wanted — Approximately 1½ acres country property with highway frontage. Must be reasonable. V. Traini, Auditing Department. Call RO. 1971 evenings.

For Sale—Plain and fancy goose eggs from blue ribbon stock. Sebastipol, Brown Chinese, White Chinese, Buff, White Emden and Toulouse, also Ducks. O. P. Armstrong, 13501 Yukon Avenue, Hawthorne—or Division 5, Mechanical, nights.

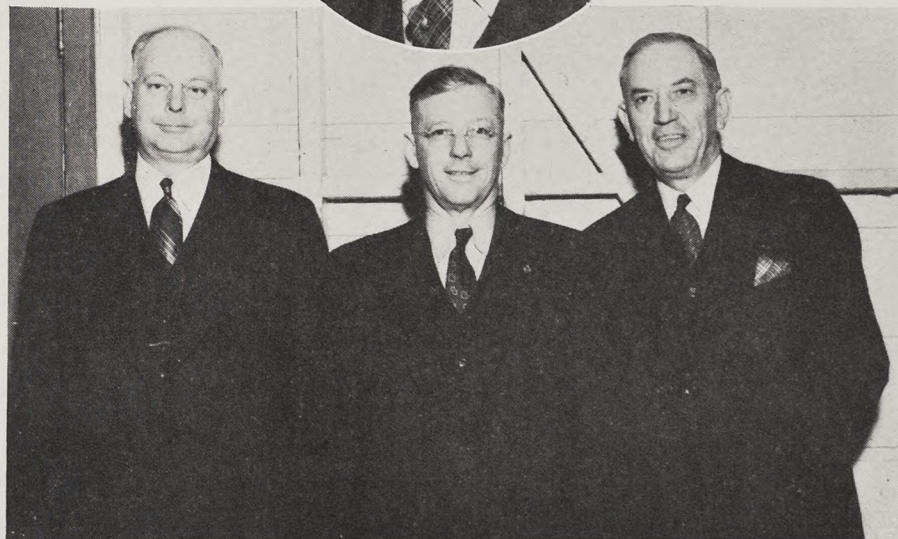
IN DIVISION THREE SPOTLIGHT



Back Row: O. H. Alves, Division 3; Glen Ray, Formerly of Division 3; Walter Sweet, Division 3; Gay Crichton, Skater; R. O. Bennett, 16th Street Coach Div.; Art Elsasser, Skater; "Buck" Weaver, 16th Street Coach Div.; R. D. Lowery, Div. 3.

Inset: F. O'Hare, Night Dispatcher.

Front Row: Gladys Nelson, Accordion Player; George Alves, Guitar; Elizabeth Altamann, Accordion Player.



Left: L. L. Wimberly, Superintendent of Transportation; Dan Healy, Superintendent of Div. 3; C. E. Morgan, Manager of Operations.

W. C. Brown Retires

New Post Filled by J. T. Watts

FOR SALE: One good alarm clock—has not failed in 39 years. Walter C. Brown, 1259 West 81st Street, Los Angeles.

After 39 years of service, Walter C. Brown, former Assistant Superintendent of Car Equipment, concluded it was time that he took life easy and indulged in some of his many hobbies. Retiring, effective March 1, 1938, Mr. Brown may look back on a lengthy career with the Railway, during which time he served as Foreman, General Shops Foreman and since 1930 as Assistant Superintendent of Car Equipment.

Perhaps the best indication of the esteem in which Mr. Brown is held by the department in which he has been active for so many years is shown in the following comment by H. E. Jordan, Superintendent of Equipment:

"In Mr. Brown's retirement, this department has lost one of its greatest assets. He has been most capable, efficient, and reliable. He had to a rare degree that quality which we call dependability which is so vital to the proper performance of duty, and which is invulnerable to fellow-associates."

Persented by his co-workers at the Shops with a fine set of woodworking equipment, Mr. Brown may often be found in the rear of his home in his completely outfitted workshop.

All of his many friends, not only in the Shops but throughout the Company, wish Mr. Brown every happiness in the years to come.

Appointed Assistant Superintendent of Car Equipment March 1, 1938,



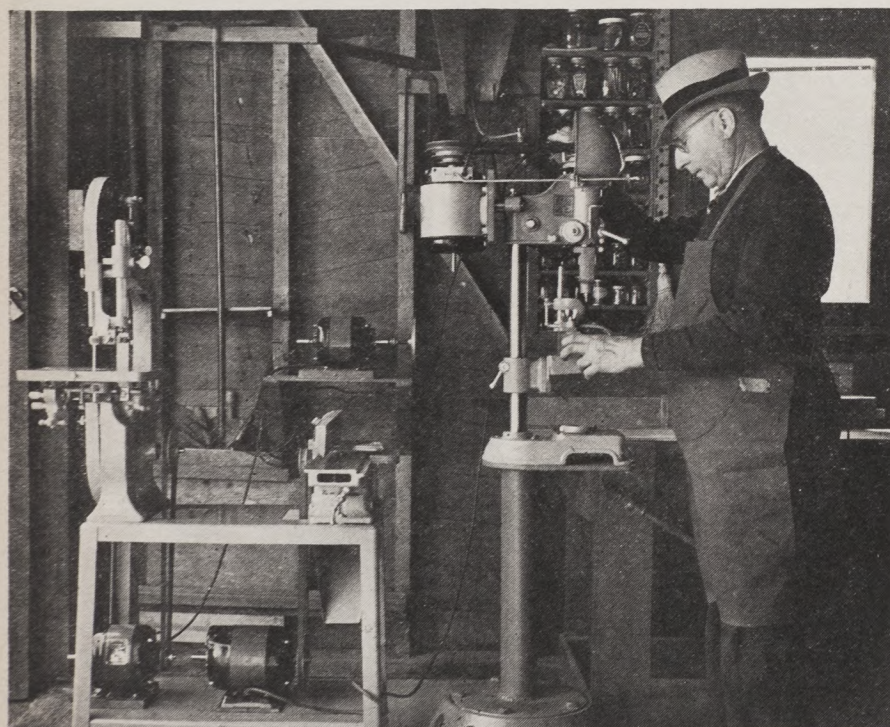
J. T. (Si) Watts, new Assistant Superintendent of Equipment

J. T. Watts came with the Railway first in 1913 as an Electrician in the Mechanical Department.

With the Schenectady Railway for several years, Mr. Watts decided California was the place for him and, having made up his mind, lost no time in coming to Los Angeles.

During his employment with the Railway, Mr. Watts has proven himself exceptionally capable in handling all phases of mechanical work, particularly those of an electrical nature. At the time our P.C.C. cars were being constructed by the St. Louis Car Company, Mr. Watts was sent to St. Louis to inspect their progress. When the cars were completed he went on to Pittsburgh in order to look into their methods of maintenance and repairing of this type of car—after which he visited the Chicago Surface Lines for the same purpose.

Mr. Watts takes over the new office with the best wishes of his friends and associates, and his extensive background of experience insuring a very capable handling of his new post.



Walter Brown tests out some of the woodworking equipment presented to him by his many friends on his retirement.

Coach Party Attracts Large Turnout

By CHAS. H. HARDY

The 16th Street Coach Dance and Vaudeville show held on the evening of February 26 at the P. E. Club Ballroom was a huge success in every way. Mr. Patton introduced Monte Blue, screen star, as Master of Ceremonies for the evening. One minute of silent prayer was offered for General Pershing who was at that time in a critical condition.

Among acts presented at intervals in the dancing were "Four Hearts of Dixie" a colored quartet who featured in the motion picture production "Hearts of Dixie." The pipe organ trio from Pierce Brothers offered some fine numbers. "The Four Stepsters" received much applause for their clever footwork. Gladys Webb who is the talented daughter of W. W. Webb, entertained with delightful song and dance numbers. Little Miss Betty Leigh Hooker had everyone nervous with her realistic recitation "The Dentist's Chair." Laureta Wroten and Barbara Jean Statham were the "Sweethearts of the Air." R. O. Bennett, Coach Operator, who recently successfully passed an audition with Paramount, offered a baritone solo. Dancing was enjoyed by all before and after the show.

Much of the success of the evening was due to the generous donations by Lou Fageol, Marvel Carburetor Company, Sol Smith, Columbia Brake Company, Goodyear Tire Company, Firestone Tire Company, U. S. Spring and Bumper Company, and the Maring Auto Supply Company.

Publicity, entertainment and the sale of tickets were taken care of by M. M. Stoner, W. Chase, R. Cunningham and E. P. Martin.



SCREEN STAR MONTE BLUE AND JUVENILE ENTERTAINERS: *Jack Coffey, Laureta Wroten, Barbara Jean Stratham, Patsy Tingstrom, Gerald Singer, Betty Leigh Hooker, Betty Malotte.*

Division Four Plans Second Rally

Another evening of hilarious fun awaits those who are planning to attend Division Four's second good-fellowship rally Saturday, April 9, in the Westgate Masonic Temple at Pico and New Hampshire.

In the program which begins with "Smiles," and ends with "Smiles" and is filled with laughter, Showboat Billy Vejar and his hand-picked company of radio and stage artists will present six acts of super-sensational vaudeville.

Mary Alice Wiley, "The Girl With The Violin," follows a side-splitting prologue by Dean Barricklow.

Eddie Mills, P. E. Hipes and Wil-

bur Mills, the streamline trio who aroused a hurricane of applause at the previous Division Four rally, will also be present.

A comedy skit, "Who's A Coward," will be artfully portrayed by Lyle Bradt, Roxanna Barto and Herbert Van Riper.

Others to appear will include Essie Cooper, the Southland Songbird; Vivian Terrill, talented dancer, and Catherine Van Riper with her marimbaphone band.

An evening of dancing immediately following the show will be offered to the music of Los Angeles Railway Band.

All employes and their families are cordially invited. There will be no charge for admission. The show will start promptly at eight.

VETS AND CLUBS

LARY WOMEN'S CLUB

Mrs. BEN FULTON, *President.*

Mrs. L. B. MEEK, *Press Chairman*

Our programs seem to get better and better as time goes on. Mrs. J. F. McCormick, who has been giving impersonations of Abraham Lincoln for the past five years—thirty times in all—at various fraternal organizations and clubs throughout the city, presented the Lincoln skit before the regular meeting of the Club on Thursday, March 3. The skit, adapted from Winston Churchill's book, "The Crisis," and arranged by Mrs. Dorothy M. Salisbury, was beautifully enacted by Mrs. McCormick and Mrs. Salisbury, and we are indebted to them. Musical accompaniment by Mrs. F. J. Austin, vocalist, and Mrs. G. B. Sinclair, pianist, added much to the presentation.

On March 10 a card and bunco party was held at Mareta Pines, 1530 West Manchester Avenue. First prize in bridge was won by Mrs. W. K. Blisa; first prize in 500 by Mrs. A. H. Robinette, and first prize in bunco by Mrs. G. Larson. Another card and bunco party will be held April 14, 1:45 p.m., at the Ivy Tea Room, 4327 Crenshaw Boulevard. Do come and get acquainted. An admission of 15 cents is charged to take care of expenses.

March 17 the club hit a new high in attendance, with a program spiced with varied and interesting features. As our guest speaker we had Judge Georgia P. Bullock. Judge Bullock has the distinction of being the first woman judge in the State of California. In February, 1926, she was appointed to the Municipal Bench and in 1937 was appointed Judge of the Superior Court of Los Angeles County. It was a privilege indeed to have her with us.

Prudence Penny provided another outstanding feature of the March 17 meeting. Miss Penny, the Los Angeles Examiner's famed Home Economist—a young woman with a charming personality—prepared an all oven budget dinner and her hour and a half demonstration was enjoyed by everyone. All facilities necessary for this demonstration were provided through the courtesy of the Bureau of Power and Light.

Mrs. F. S. Ivie and Mrs. T. C. Wiley gave very interesting readings on this program.



*Mrs. J. F. McCormick portrays
Abraham Lincoln at club
meeting.*

REVOLVER CLUB NEWS

By L. F. SPARKS, *Secretary*

The Silver Bullets came in second at the February Trophy Shoot with a score of 1309 points. The Inglewood Police Team made the winning score with 1330 points.

Captain Brewer's Centinelans lost the .22 caliber match to the United States Treasury Department Team; score, 1328 to 1353 and won the .38 caliber match with a score of 1353 to 1300 points on February 19.

Rains and floods made the cancellation of all other club activities necessary.

The new range score and bulletin boards are due to the combined efforts of three persons. Les Sparks donated the material, J. C. Brewer did the painting, and Coach Operator O. M. Lewis did the lettering. The result is that we have the finest board of any range we have visited yet.

The new sign, large enough so all may see from some distance, has been placed at entrance to the stairway leading to the range so no one will have an excuse for passing on without knowing where the range is located.

Visitors are welcome at the range whenever it is open. Our club has its regular activities on the second and fourth Sundays of each month. Come on, fellows, bring out your six gun and shoot the rust off it. If you are afraid of the heavy caliber, then try the .22. If you must try to make a lot of noise use the Government .45. All calibers with lead bullets may be used on the range, but it is advisable to use only certain calibers due to the expense of the ammunition.



Front Row, left to right: Kneeling, R. H. Manning, Organizer of the Sons of the Legion Squadron, with Theodore Howard Favour; Edward McDonald; George Mattern; Wendell Smith; Donald Smith; Richard Dodge; Dickey Snell.



Meritorious Service Certificate received from National Headquarters.

Back Row, left to right: Jimmy Manning; Calvin Offentine; Howard McDonald; H. L. Carleton; W. G. Carleton; Jack Offentine, Captain of Squadron; Harry Offentine, Chairman of the S.A.L. Committee; L. L. Leasman, Commander of Post 541.

SONS OF LEGION SQUADRON ORGANIZED

Tuesday, March 15, Post 541 and the Auxiliary held a joint celebration for the 19th birthday of the American Legion, with a very fine program being put on before a packed hall.

Comrade Berry of Walter Brinkop Post 281 with his S.A.L. drill team displayed some fine floor work which was enjoyed by all, although the boys were handicapped by the small space they had to work in.

The newly organized L. A. Rail-

By R. H. MANNING, *Adjutant*

way Squadron of Sons of the American Legion was initiated and the new officers installed. Captain Jack Offentine, 1st Lieutenant; Howard McDonald, 2nd Lieutenant; Edward McDonald, Adjutant; Wendell Smith, Finance Officer; Lester Carleton, Chaplain; George Mattern, Historian; Williard Carleton, Sergeant-at-Arms; Jimmie Manning, Richard Dodge and Robert Smith, Color

Bearers, with little Howard Favour as Assistant.

Comrade Fox, Detachment Commander, gave a very interesting talk on S.A.L. and how it was growing and in turn had Comrade Bishop of Post 8 take over the initiation of Sons in the 17th District. S.A.L. Ritual team did the work and these boys made a grand job of it.

There were eleven new members of the Post initiated by the 17th Dis-

SQUARE AND COMPASS

By BILL LANE

trict Ritual team of the American Legion under the leadership of Captain Bill Hart. This team did their usual fine work for which they are noted all over the State of California.

The Auxiliary and the Squadron were each presented with a stand of colors as a personal gift from President Lucius Storrs of the Railway. Thanks to you, Mr. Storrs.

The Meritorious Service Citation has been received by the Post and now you may wear the quota star for 1938. They are only 10 cents each—get one from your Adjutant and wear it on your cap.

The Post Dance which was held Saturday, March 12, was well attended and everyone had a grand time even if it did rain. The next dance will be held Saturday, April 9, in Harmony Hall, Slauson at Second Avenue, so come out and have a real good time. Get tickets from any of the Comrades or you can get them at the door. Cash prizes.

To all eligible for membership in the American Legion, don't wait until you get down and need Veterans' aid, but join now—you should seek the Legion, not wait for it to seek you. Get the whole family in the Post—your wife in the Auxiliary and the son in the S.A.L. It is reported there will be a Junior Auxiliary organized for the daughters not old enough to join the Auxiliary.

Legion Family

Here is something that no other Post has: we have a father and two sons belonging to the Post and two sons belong to the Squadron. They are W. G. Carleton, father, and W. C. and H. L. Carleton, sons.

Just after the meeting on April 19 the Navy pictures will be shown. These are very interesting and we should have a good turn out. Next regular meeting April 5, at 8:15 p.m.

If you hear any of the Comrades barking, just say he ate too many hot dogs at the celebration.

The regular monthly meeting and banquet of the Lary Square and Compass Club was held at Von's Cafe, Ninth and Hill Streets, Saturday evening, February 19. The attendance was good considering that the Division 5 Minstrel Show was held the same evening. A swell feed and entertainment was dished out to those lucky brothers present. Immediately after supper, Vice-President C. P. Pedersen, E. N. Weiner, H. F. Nelson, and myself made a bee line for the Minstrel Show in "Pete's" Ford and did we get a rough fast ride! Did you ever ride with Pete? If not, be sure and get yourself a lot of insurance before you do.

Brother P. V. Mathews brought with him as a visitor none other than Dr. Harmon, who was a trainman at Division 2 some time ago and later was a dentist on the Lary panel.

The smiling faces of Brothers Sibeley, Teddy Parsons, and "Dad" Fletcher were also quite prominent—but "where is Bill Morgan?" everyone was asking—he must have had a

date with his Irish friend from New York and you know what that means.

President L. F. Sparks says there are quite a number of Lary employes who are Masons and do not belong to the Club. All members are to bring in at least one prospective member. Get application blanks from the Secretary, J. E. Steenrod, and go after them.

The Club received an invitation from our Supervisor of Safety, John Collins, who is Master of Henry S. Orme Lodge No. 458, to have our Degree Team confer the third Degree on Brother Frank L. Ervin of Division 4, which was accepted. The Club journeyed there Thursday, February 24, and performed this ceremony in grand style. This, no doubt, will be a red letter day in Brother Ervin's life, as forty-eight Lary Masons were present for the event including Brothers L. L. Wimberly, Art Warren, Bill Mott, and C. D. Clark. And does "Johnny" know how to entertain visiting Brothers—we'll say he does.

VETS CLUB AUXILIARY

By T. V. MADIGAN, *Secretary*

Commencing with the month of April the date of the regular meetings has been changed to the second Tuesday of each month. It is hoped that this change will be for the best. The new date of the meeting will be shortly after each issue of TWO BELLS, making it possible to get such information as may be necessary in the next issue of TWO BELLS.

With the increase of membership in the Veterans' Club there should be a corresponding increase in the Auxiliary. The year has started off with a number of new members. Let's keep up the good work.

See you all on Tuesday, April 12.

HI!

A famous French composer was touring the United States, and his itinerary included a visit to the music school of one of the large eastern universities. One of the professors of the school had been delegated to meet him at the railroad station. On his way he suddenly realized that he knew no French and that possibly the musician could not speak English.

When the distinguished Frenchman stepped from the train, the professor could recall only one French phrase; and so, as he shook hands, he almost shouted, "Pate de fois gras! Pate de fois gras!"

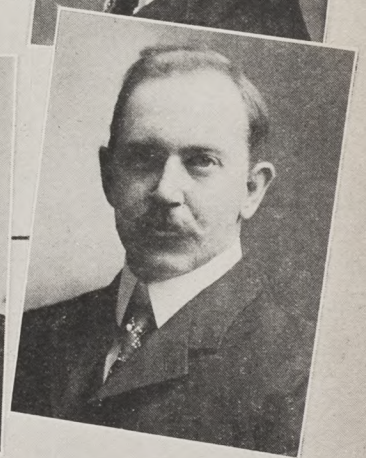
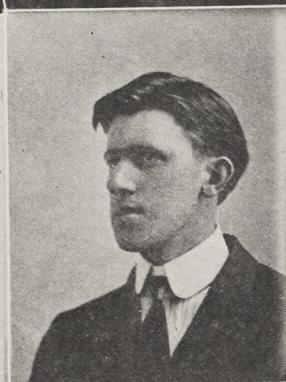
The Frenchman looked at him in perplexity, but, grasping his hand, he instantly exclaimed, "Ros bif! Ros bif!"

RECOGNIZE 'EM?



\$1,000.00 Cash (stage money)
will be paid for the first correct
list of names of employes pic-
tured on this page. Send entries
care of Two Bells.

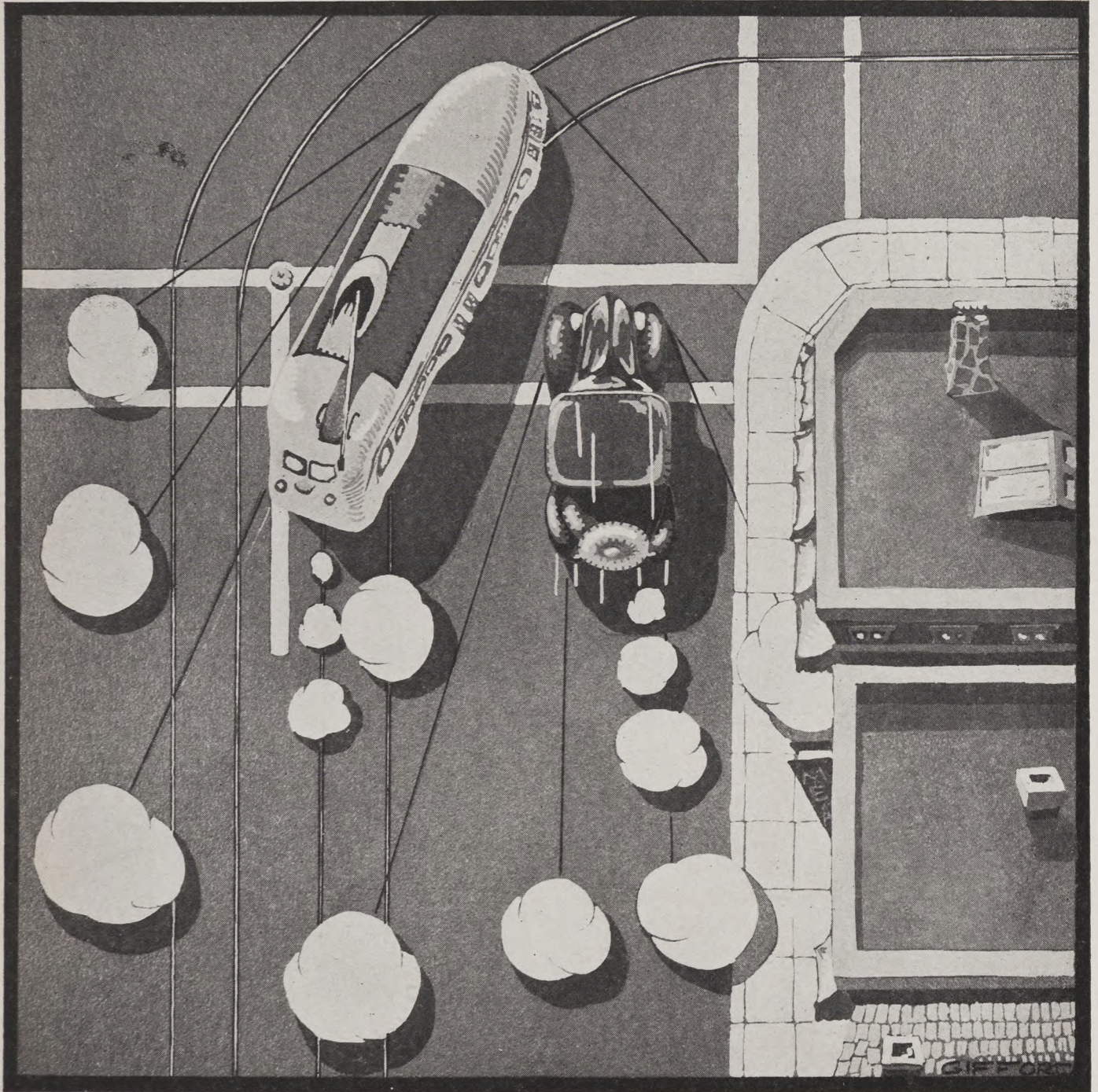
*(If we can't raise that much the
deal is off!)*



It is requested that anyone entering the contest does not read the following correct answers:

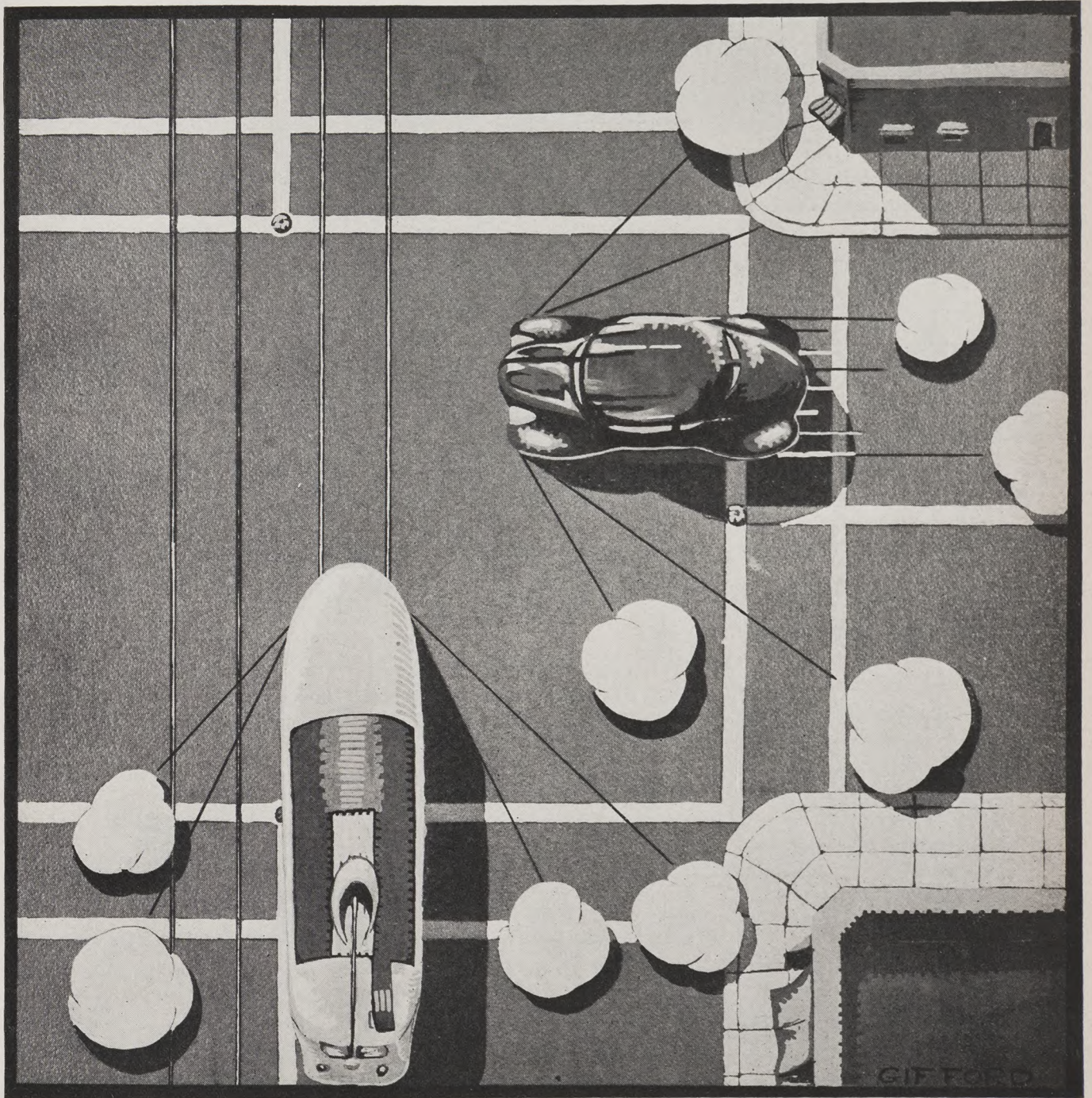
Top, left to right: Daniel Healy, Superintendent, Division Three; L. L. Wimberly, Superintendent of Transportation. Second row: J. B. Hayner, Schedule Department; Oscar Elrod, Chief Instructor; Jos. I. Finn, Personnel Department; E. P. McGurk, Personnel Department. Third row: A. H. Warren, Chief Supervisor; J. A. Bodley, Superintendent, Division One; W. S. Williams, Stenographer, Transportation; R. A. Pierson, Superintendent, Personnel.

ACCIDENT



Here's the motorist who forgets that streetcars sometimes make right-hand turns—but the careful operator doesn't forget to take a good look-see before he rounds the curve.

COMBINATIONS



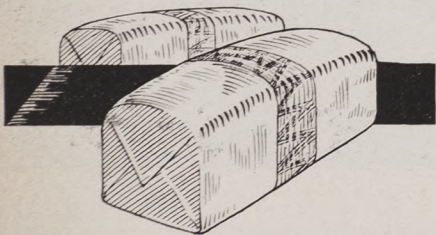
... The competent operator lets the other fellow win the race every time.

WHAT IS TRANSIT'S PLACE

THE part played by transportation in the daily life of the average citizen of a metropolis such as Los Angeles is perhaps a more significant one than many realize. In transporting over 400,000 passengers a day, each of whom takes an average of 2½ rides on local car and coach lines, the Los Angeles transportation industry is providing a service which may be regarded as as much of a staple as bread, milk, kilowatt hours or a number of other services or commodities.



The extent and magnitude of local transit operation and the way in which it enters into the lives of scores of thousands make it one of the largest contributors to satisfactory community life. In making available, for instance, to that man or woman who must be at work by 8:30 every morning the car or bus which stops at 7:45 at his corner, the industry uses thousands of employes who are devoting their energies to this one purpose. For the rider's convenience on every trip he may make, are concentrated the trained efforts of shopmen, clerks, supervisors, inspectors and many others in addition to the operator of the car or coach in which he rides.

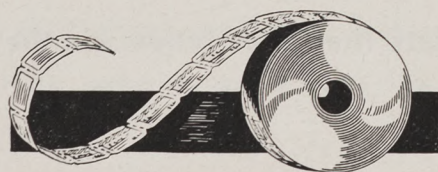


In common with other commodities, a streetcar or bus ride may be considered as an extremely perishable thing—inasmuch as a particular

seat which is placed at the disposal of the public at a particular time may never be salvaged if it is not used. In this light it may well be considered that we are dealing with the most perishable commodity known. Those articles most generally thought perishable, such as fruit, vegetables, meats, may be offered to buyers over and over again within the course of a day or two. On the other hand an empty streetcar seat passing the corner of Pico and Figueroa at a certain time of day if not "bought" represents a dead loss. That seat may be duplicated by a car passing a few moments later but the expense necessary to provide that first unused seat is gone beyond hope of salvage.



Everyone engaged in the transportation industry in Los Angeles has the satisfaction which comes from the knowledge that he or she is contributing to a service which may well be considered indispensable to the continued progress of the city. When one stops to realize the fact that 400,000,000 quarts of milk are sold yearly and approximately the same number of streetcar or bus rides are taken, the comparison indicates that our service is as valuable to the community in its own way as is the daily delivery of milk which is recognized as one of the fundamental staples of present day life.



An interesting parallel is found in the number of telephone calls made yearly as opposed to the rides taken via public transportation. It is, of course, very easy to pick up a phone to communicate whatever is desired, yet when it is seen that phone calls are only 2½ times the rides taken on common carriers alone, it is apparent that the demand for transportation ranks well up at the top in those services vital to the community.

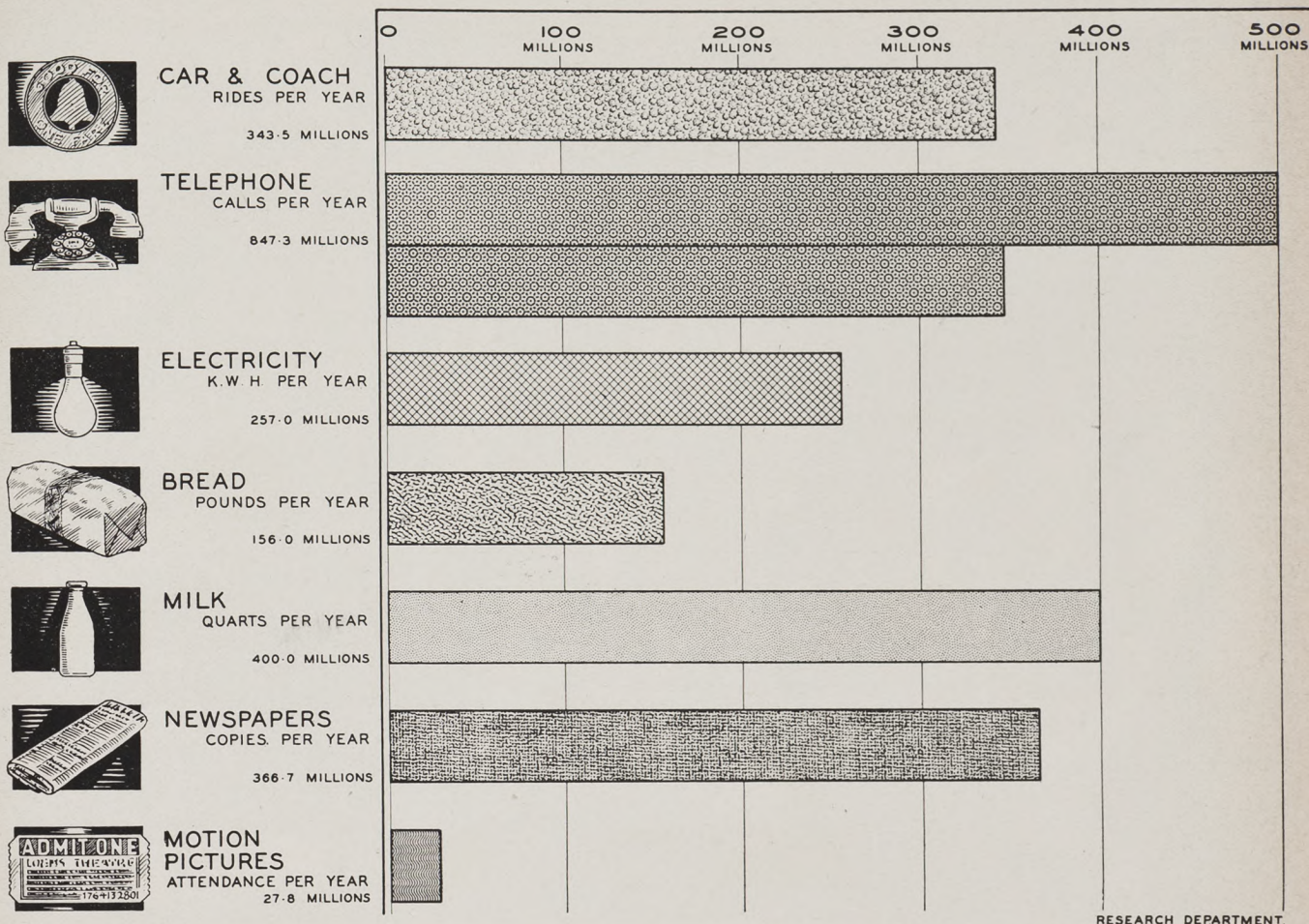


The accompanying charts picture graphically some of the every day commodities and services most commonly used. In the case of motion picture admissions, although these do not fall into the classification of necessities, the figures are included as an interesting comparison between mass entertainment and mass transportation.



All figures given here are approximate and, as in some cases, completely detailed data was not available, must not be regarded as conclusive, although considerable care was exercised in their compilation and hence they are reasonably accurate.

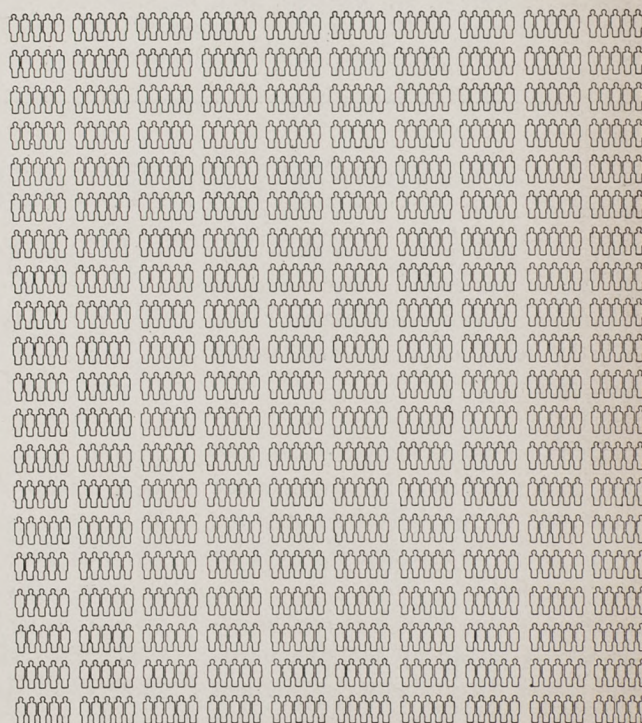
IN COMMUNITY PROGRESS?



How Much is a Million?

In these days of high finance, both governmental and otherwise, we many times toss "millions" around, conversationally at least, without quite realizing what a tremendous amount of dollars or peanuts or hats it takes to make a million.

As shown by the chart above, local cars and coaches account for about 344,000,000 rides a year. The drawing at the right contains 1,000 figures; it would take a thousand such drawings to total one million and 344 thousand drawings to equal the passengers carried. If all these drawings were pasted together they would form a strip $3\frac{3}{4}$ inches high and 93,167 feet long or more than $7\frac{1}{2}$ miles.





VICTORY DINNER FOR TEAM MEMBERS AND WIVES

Front Row, kneeling, left to right: Mrs. C. C. Jones, Mrs. W. A. Ullrich, Mrs. W. B. Smith, Mrs. J. L. Dunson, D. D. McClurg, Mrs. G. M. Maxwell, Mrs. H. F. Weber, Mrs. B. B. Boyd, Mrs. D. D. McClurg. Left to right, standing: H. F. Weber, J. L. Dunson, G. M. Brown, W. A. Ullrich, W. B. Smith, T. Y. Dickey, R. W. Pace, B. B. Boyd, W. Bailey, C. C. Jones, G. M. Maxwell, Mrs. T. Y. Dickey, B. D. Scott and Mrs. R. W. Pace.

DIVISION FIVE WINS BASKETBALL TITLE

ANOTHER great basketball season has ended. Once more we can heartily applaud Division Five's all-star team of hoop artists, the Champions.

Only one team, Vernon Yard, provided a better best to thwart the speed and skill of the lads from the sea gull's roost. That defeat occurred on opening night.

The Division Five lads had no intention of giving up the Championship which they won last season and

Last Year's Hoop Winners Repeat

By C. J. KNITTLE

proved it by following the defeat with eleven straight wins. Their thirteenth game was forfeited to Division Three on account of trouble between a Division Five player and a referee. In their fourteenth game, Division Five whipped the Shops team quite easily and once again became

the Champions of the Lary Basketball League.

It was not an easily won Championship. Division Three and Vernon Yard were on Division Five's heels throughout the contest and are tied for second place in the final standings.

Then, too, there were many outstanding pointmakers in other teams: Pallas of L.A.M.C., Bob Jeffries of 16th Street Garage, Franklin of Division One and others.

Division Five, however, may right-

fully conclude that such close competition adds to the joy, the honor and glory of being Champions.

Oft times, perhaps, we marvel at the efficient way in which the eight teams are first organized, how the playing schedule is quietly arranged and carried out, how well equipped the teams appear on the courts, how efficiently the referees perform, how technically correct the scorekeeper's record appears after each game. There could be only one reason for these things: excellent administration.

President Harry Gilmore, Secretary-Treasurer D. D. McClurg and Official Scorekeeper C. C. Jones have just finished their third season in those capacities and no greater compliment could have been offered their admirable efforts than was tendered them at a meeting of team managers and officials on March 9, when Gilmore, McClurg and Jones were unanimously re-elected to their official positions for the 1938-39 season.

As much space will be required for the final games, standings and personal records, this copy is closed with sincere congratulations to the new Champions.

FEBRUARY 25—8:00 P. M.—Court No. 1
16th St. Garage—27 Division 1—15
Lehman (7) F Franklin (6)
B. Jeffries (12) F W. Mullenax (2)
Pitts (4) C N. Mullenax (5)
Turner (2) G Craft (0)
T. Jeffries (2) G Johnson (2)

Score by Quarters

16th St. Garage 10 16 20—27
Division 1 4 4 8—15

The Garage boys played an excellent game against the unusually aggressive Division 1 lads who fell short on their goal shooting. The feature of the game, however, was that the Garage boys continued to outscore their opponents with only four players in the game for the fourth quarter.

COURT NO. 2

Division 4—18 L.A.M.C.—42
Rowe (4) F Crownover (17)
Curry (5) F Wycoff (10)
Brown (7) C Reynolds (5)
Spence G Pizer (0)
Waggoner (2) G Lewis (2)
Sub. Pallas (8)

Score by Quarters

Division 4 1 3 12—18
L.A.M.C. 8 12 28—42

The strong offensive playing of Crown-

FINAL LEAGUE STANDINGS			
	W	L	Pct.
Division Five . .	12	2	.857
Division Three . .	10	4	.714
Vernon Yard . .	10	4	.714
16th St. Garage . .	9	5	.643
L. A. M. C. . . .	7	7	.500
South Park Shops . .	4	10	.286
Division Four . .	2	12	.143
Division One . . .	2	12	.143

over, Pallas and Wycoff made the game a runaway for L.A.M.C. The Division 4 boys, unable to meet such competition, appeared completely subdued as they trudged to the showers.

9:00 P. M.—Court No. 1

South Park Shops—20 Division 5—35
Stanley (3) F Ullrich (16)
Farmer (1) F Smith (11)
H. Miller (4) C Bailey (4)
Ross (2) G Scott (4)
Chamberlain G Brown (0)
B. Miller (4) Sub.
Whitaker (2) Sub.
Horton (4) Sub.

Score by Quarters

South Park Shops 4 5 9—20
Division 5 8 15 27—35

COURT NO. 2

Vernon Yard—48 Division 3—43
Carpio (20) F Broman (16)
Salsido F Triboulet (8)
Mendez (14) C Christenson (10)
Miranda (8) G Vance (2)
Aribello G Robinson (7)
Torres (6) Sub.

Score by Quarters

Vernon Yard 18 26 33—48
Division 3 10 16 27—43

Here was a real battle between two strong teams, Division 3 holding second place in the standings and Vernon in third place before the game. Vernon's victory ties them with Division 3 for second honors in this last contest of the season.

In the players' individual records listed below, "G" indicates games played, "FG" field goals, "FT" free throws, "PF" personal fouls and "TP" total points.

OFFICIAL LEAGUE RECORDS

	G	FG	FT	PF	TP
Broman, Div. 3	12	80	26	12	186
Carpio, Vernon Yard	14	67	18	22	152
Pallas, L.A.M.C.	12	62	15	20	139
Smith, Div. 5	13	61	17	21	139
Mendez, Vernon Yard	14	63	12	16	138
Pace, Div. 5	11	57	11	14	125

Ullrich, Div. 5	13	53	15	15	121
B. Jeffries, 16th St. Gar.	14	51	19	15	121
Franklin, Div. 1	14	41	32	33	114
Miranda, Vernon Yard	13	44	13	26	101
Lehman, 16th St. Gar.	13	33	24	24	90
Stanley, So. Park Shops	14	34	11	14	79
Wycoff, L.A.M.C.	13	34	10	21	78
Barnett, Div. 3	12	34	8	14	76
Salsido, Vernon Yard	14	28	18	12	74
Strong, L.A.M.C.	11	30	10	7	70
Christenson, Div. 3	11	31	6	17	68
Scott, Div. 5	13	28	6	24	62
H. Miller, So. Park Shops	12	27	6	26	60
Robinson, Div. 3	12	20	13	19	53
Reynolds, L.A.M.C.	12	16	17	12	49
Pitts, 16th St. Garage	14	22	5	11	49
Farmer, So. Park Shops	14	18	11	11	47
Rowe, Div. 4	13	20	6	10	46
Curry, Div. 4	11	16	10	19	42
Chamberlain, South Park Shops	12	16	10	19	42
Boyer, Div. 4	5	17	5	13	39
Triboulet, Div. 3	13	16	7	24	39
Crownover, L.A.M.C.	12	15	9	24	39
Lewis, L.A.M.C.	10	15	6	13	36
Vance, Div. 3	10	16	2	13	34
Gonzales, Vernon Yard	8	16	1	3	33
Waggoner, Div. 4	12	14	4	22	32
Bailey, Div. 5	13	16	0	12	32
Clark, 16th St. Garage	12	13	5	12	31
Brown, Div. 4	14	12	7	20	31
Ross, South Park Shops	12	11	6	21	28
Wildish, Div. 4	13	12	4	8	28
Milroy, Div. 1	13	10	4	12	24
Turner, 16th St. Garage	13	12	0	19	24
Maxwell, Div. 5	12	11	1	13	23
Weaver, Div. 4	4	10	2	3	22
B. Miller, So. Pk. Shops	11	9	3	12	21
T. Jeffries, 16th St. Gar.	13	9	3	31	21
Jacobs, Div. 1	6	7	3	11	17
N. Mullenax, Div. 1	7	7	3	17	17
Weber, Div. 5	9	7	2	6	16
Whitaker, So. Park Shops	13	5	6	10	16
Duncan, Div. 1	5	5	5	1	15
Brown, Div. 5	13	3	8	20	14
Horton, So. Park Shops	4	5	3	8	13
Tores, Vernon Yard	5	5	3	10	13
Evans, Div. 3	10	5	2	10	12
Craft, Div. 1	13	4	4	23	12
Martin, Div. 3	5	6	0	5	12
Mann, Div. 1	10	4	2	15	10
Hope, L.A.M.C.	13	4	2	11	10
Spence, Div. 4	14	3	4	7	10
Hipes, Div. 4	2	4	1	1	9
Aure, 16th St. Garage	4	2	5	8	9
Johnson, Div. 1	11	3	3	13	9
Blum, L.A.M.C.	6	4	1	4	9
W. Mullenax, Div. 1	6	3	2	14	8
Carrillo, Vernon Yard	7	3	2	14	8
Aribello, Vernon Yard	10	3	1	6	7
Webster, L.A.M.C.	4	2	1	1	5
Martinez, Vernon Yard	4	1	1	1	3
Hardwick, Div. 3	3	1	1	2	3
Brezniak, Div. 1	4	1	1	4	3
Dunson, Div. 5	7	1	0	8	2
Lomax, Div. 1	4	1	0	1	2
Kohler, Div. 3	6	0	1	4	1
Rodriguez, Vernon Yard	8	0	1	5	1

CHAMPION HOOPSTERS FETED BY MRS. "MAC" McCLURG

At the start of the season Mrs. D. D. McClurg promised the Basketball Team a chicken dinner if they won the Championship and on Saturday, March 19, Mrs. McClurg made good her promise. The dinner was served at the McClurg residence. The boys on the team decided that "Mac" should quit smoking those nickel cigars, and presented him with a box of real ones. Those attending the dinner were Mr. and Mrs. B. B. Boyd, Mr. and Mrs. T. Y. Dickey, Mr. and Mrs. W. A. Ullrich, Mr. and Mrs. W. B. Smith, Mr. and Mrs. Ray Pace, Mr. and Mrs. H. F. Weber, Mr. and Mrs. J. L. Dunson, Mr. and Mrs. G. M. Maxwell, "Tex" Brown, B. D. Scott and W. Bailey.

Mrs. McClurg was assisted in serving by her daughter, Mavis.

Everybody present enjoyed an excellent dinner and a very pleasant evening.

Division 5 Rates High Among Local Teams

The Division Five boys have also made a name for themselves in outside games, being rated among the best industrial teams in Southern California.

Through some very good promotional work on the part of C. C. "Casey" Jones and "Mac" McClurg the team was equipped with real nifty suits and comfortable 'number nines'.

Bill Smith played his best season of basketball and was high point man of the team. Ray Pace was always in there with those long, reaching arms of his, ready to drop the ball through the hoop. "Welch" Ullrich, the diminutive forward, could be depended on every minute, and whenever the players got bunched up, he seldom came out without the ball. "Tex" Brown, that lean, lanky, good natured Texan, was ever dependable.

B. D. "Scotty" Scott, guard, was always where needed. G. M. "Maxy" Maxwell, a new man, was a fighter at any position. Walker Bailey could cover the floor in three steps and was always ready to go. J. L. "Johnny" Dunson could deliver at any position, and displayed the old fighting spirit, and H. F. "Duke" Weber was always in there, giving everything he had.

SOFTBALL SEASON OPENS APRIL 8

By CHAS. H. HARDY

On the opening night, April 8, at 7:45 p.m., a public address system will be installed through the courtesy of Ernie Webb of the Garage. The teams will be garbed in varied colored uniforms. W. T. Reynolds will act as Master of Ceremonies. Following the preliminaries our president, Lucius Storrs, will pitch the first ball with C. E. Morgan receiving. H. E. Jordan will be the first batter and E. E. Kenway will officiate as umpire for the initial pitch. The teams will be divided into two groups, five on the north side and five on the west of the field. Two innings will be played by each team. The following team will take over the score at this point. Your family and friends are cordially invited to come out and root for your team. Put this in your date book—April 8, 7:45 p.m., at Vernon Yard.

Ed Lentz of the 16th Street Garage was elected as League Manager for the coming season. Rules were drawn up and approved by those present.

The League consists of the following clubs: South Park, Vernon Yard, Main Office, 16th Street Coach, Wilshire Coach, Car Cleaners, Division 4, Division 5, Electricians and Garage. Practice games are now being played by the teams.

All teams entered in the Softball League are asked to report at Vernon Yard, Wednesday, April 6, at 7:30 p.m., for instructions concerning the opening night.

LARY SOFTBALL LEAGUE RULES

1. Two games to be played each evening. First game to start at 7:00, second game at 8:30. Should first game not become completed by 8:30 score shall revert back to full inning. In case of tie, ten minutes overtime to be allowed. Should tie remain unbroken at end of overtime period, game shall be called no contest and played over at some future date.

2. Regulation soft ball rules shall govern.

3. Each club to furnish one suitable ball for each game.

4. Each club to furnish one umpire. Umpires to alternate each inning.

5. Umpire's decision shall be final, unless infraction of rules is committed.

6. Verbal protest to be made to opposing manager at time of infraction. Game to continue under protest.

7. All protests to be forwarded to league manager in writing for hearing.

8. Two neutral managers shall be appointed by league manager to form a committee to review protest. Its decision shall be final.

9. Should a team be unable to play scheduled game the manager shall be required to notify opposing manager at least two days in advance also notify league manager of cancelled game. Failure to do so will warrant forfeit of game by score of 8 to 0.

10. Players must be employed in the department they represent unless department is unable to secure enough players to complete their team. Players from another department may be used providing it is satisfactory to manager of that department.

11. No player shall be permitted to play for more than one team during league schedule, unless by mutual consent of opposing manager. Team using said player shall forfeit game.

12. Any team having less than seven men on field at start of game shall declare a forfeit.

13. Any player using profanity, unsportsman-like tactics or intoxicating liquors shall be warned by manager; second offense player shall be suspended from league, length of time to be governed by committee.

14. Managers shall be required to forward their box scores to league manager as soon as possible after each game.

15. The Wilson ball has been adopted as the regulation league ball. All teams shall be required to use this ball.

ED LENTZ, *League Manager*,
Sta. 225, 16th Street Garage.

For use of diamond for practice games phone Mr. Kenway at Station 266.

FANS INVITED TO BASEBALL OPENER

HELLO, again, baseball fans! On Sunday, April 10, the Los Angeles Railway League goes into action and from every appearance we shall see a greater ball season than ever before.

The publishing of the Opening Day program and schedule for the nineteen weeks season leaves little to be said but much to look forward to.

The new teams, South Park Shops and Virgil Coach may have a few tricks up their sleeves to baffle their opponents and we can be reasonably certain that each of the six other

teams will give us some excellent exhibitions on the playing field.

A new wrinkle this year is the inauguration of Honor Days. That means you will not only have the pleasure of seeing one, two or three good ball games but will also be entertained at intervals with music and possibly a few talented singers or comedians.

This is about all the baseball news we have this time but come out and root for your team and, above all, don't mill that bigger-than-ever Opening Day, Sunday, April 10.



—Guy Gifford, Div. 1
“Could it be possible, Mr. Eaton, that we’re using the wrong plans for the crossover?”

Los Angeles Railway Baseball League

PROGRAM

OPENING DAY CEREMONIES

Sunday, April 10th - 1:00 P. M.

At Vernon Yard Baseball Park

MR. R. J. PLATNER...*President, L. A. Ry. Baseball League*
 MR. K. E. SLOAN...*Vice-President and Sports Announcer*
 MR. J. R. LALLEY...*Master of Ceremonies*

Speakers

MR. L. S. STORRS...*President, Los Angeles Railway*
 MR. C. E. MORGAN...*Manager of Operations*
 MR. L. L. WIMBERLY...*Superintendent of Transportation*
 MR. F. C. PATTON...*Superintendent Motor Transportation*

1:00 P. M. to 1:30

Concert...L. A. Ry. Streamlined Rhythm Band

1:30 P. M.

National Anthem...L. A. Ry. Streamlined Rhythm Band
 "Smiles"...By All Present, assisted by the Band and
 the Division Five Minstrel Show Chorus

Exhibition Games

Vernon Yard vs. Division Four... (30 Minute Game)
 Music...L. A. Ry. Streamlined Rhythm Band
 Division Five vs. Division Three... (30 Minute Game)
 Music...L. A. Ry. Streamlined Rhythm Band
 16th Street Coach vs. Division One... (30 Minute Game)
 Music...L. A. Ry. Streamlined Rhythm Band
 Virgil Coach vs. South Park Shops... (30 Minute Game)

ADMISSION FREE

LOS ANGELES RAILWAY BASEBALL LEAGUE SCHEDULE

Time	April 24	May 1	May 8	May 15	May 22	May 29	June 5	June 12	June 19	June 26
9:30 A. M.	Div. 1 Coach	Div. 5 Shops	Div. 4 Virgil	Vernon Coach	Coach Div. 4	Div. 3 Virgil	Div. 5 Div. 4	Vernon Div. 1	Div. 5 Virgil	Shops Div. 4
12:00	Div. 5 Div. 3	Virgil Coach	Shops Vernon	Div. 1 Virgil	Vernon Div. 5	Shops Div. 4	Shops Div. 1	Coach Div. 3	Div. 1 Div. 4	Div. 3 Virgil
2:30 P. M.	Vernon Div. 4	Div. 4 Div. 3	Div. 5 Div. 1	Div. 3 Shops	Div. 1 Div. 3	Coach Div. 5	Virgil Vernon	Shops Virgil	Vernon Div. 3	Coach Div. 5
Off Teams	Virgil Shops	Vernon Div. 1	Coach Div. 3	Div. 5 Div. 4	Virgil Shops	Vernon Div. 1	Coach Div. 3	Div. 5 Div. 4	Shops Coach	Vernon Div. 1

Time	July 3	July 10	July 17	July 24	July 31	Aug. 7	Aug. 14	Aug. 21	Aug. 28
9:30 A. M.	Div. 4 Virgil	Div. 1 Virgil	Coach Div. 4	Shops Coach	Div. 5 Div. 4	Vernon Div. 1	Div. 5 Virgil	Shops Coach	No Game
12:00	Shops Vernon	Vernon Coach	Vernon Div. 5	Div. 4 Div. 3	Shops Div. 1	Coach Div. 3	Div. 1 Div. 4	Div. 5 Div. 3	Div. 1 Coach
2:30 P. M.	Div. 5 Div. 1	Div. 3 Shops	Div. 1 Div. 3	Virgil Vernon	Coach Virgil	Shops Virgil	Vernon Div. 3	Vernon Div. 4	Div. 5 Shops
Off Teams	Coach Div. 3	Div. 5 Div. 4	Virgil Shops	Div. 5 Div. 1	Vernon Div. 3	Div. 5 Div. 4	Shops Coach	Div. 1 Virgil	Virgil Vernon Div. 3 Div. 4

NOTE: "Coach" indicates 16th Street Coach team; "Virgil" indicates Los Angeles Motor Coach team and "Shops" indicates South Park Shops team.

HONOR DAYS

April 10—Entire Personnel of Los Angeles Railway Corporation.
Guests of Honor—Mr. L. S. Storrs, Mr. C. E. Morgan,
 Mr. L. L. Wimberly, Mr. F. C. Patton

April 24—Vernon Yard...*Guest of Honor* Mr. L. F. Sparks
 Lary Post 542 American Legion will hold Flag Raising Ceremony.
 Music by Band.

On the above days a special entertainment will be presented by the Division or Department which is being honored. The public address system will be operated by K. E. Sloan, Vice-President of the League and Sports Announcer. An additional list of Honor Days will appear in a later issue of TWO BELLS.

Guest of Honor
 May 1—Division Four... Mr. W. H. Snyder
 May 8—Division Five... Mr. B. B. Boyd
 May 15—Division Three... Mr. Daniel Healy
 May 22—Division One... Mr. J. A. Bodley
 May 29—16th Street Coach... Mr. H. C. Lehnhart
 June 5—Virgil Coach... Mr. D. D. Canning
 June 12—South Park Shops... Mr. S. Watts



CONGRATULATIONS TO:

Motorman L. L. Smith (Division 1), married on February 19 to Miss Irene Mann.

Motorman E. G. Rehm (Division 1), married on March 5 to Miss Jeane Franz.

Car Repairer J. W. Johnson (Division 4, Mechanical), married on March 5 to Miss Golden Farrow.

Car Repairer M. L. Graham (Division 5, Mechanical), married on February 14 to Miss Grace Lela Garbutt.

RETIRED EMPLOYEES

By D. L. GRAGG, Secretary



Regular monthly meeting of the Association was held in the Los Angeles Railway Building on Tuesday, March 15, at 2:30 p.m., with sixty-three members in attendance.

Joseph M. Lowery, Deputy County Auditor, gave an interesting talk on "The Tax Dollar—Where It Comes From and Where It Goes."

The figures he gave were not only instructive, but astounding as well.

The next meeting will be held at the regular place on April 19.

APPRECIATION

This is to acknowledge with sincere thanks the kind expression of your sympathy.

Urbain and Wood Family.

LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the month of February there were 29 employes confined to the Hospital, which represents 229 hospital days. The cost of this hospital service was \$1,321.00.

Regret to report the death of one employe during the month of February, and the death of the wife of one employe. The employe who died was covered under our Group Life Insurance Policy, and the employe whose wife died was a member of the Wives' Death Benefit Fund Plan.

During the month of February there were 196 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

George Alfonso Urbain, Conductor, Division 1, died March 4, 1938. He was born in Pittsburgh, Pa., February 19, 1875, and was employed as Conductor July 28, 1921. He is survived by two daughters.

Frank Warren Dyer, Carpenter, Department 12, Mechanical, died March 5, 1938. He was born in Clayville, New York, February 21, 1863, and was employed as Car Repairer, in the Mechanical Department May 17, 1920; appointed Carpenter November 1, 1920; transferred to Car Cleaner Foreman September 1, 1932, and appointed Carpenter May 1, 1934. Mr. Dyer is survived by his widow.

The wife of Benjamin R. Wood, Car Cleaner, Division 1, Mechanical, died March 4, 1938.

The wife of Albion G. Hickey, Operator Motor Coach Division, died March 8, 1938.

The wife of Charles N. Stowe, Motorman, Division 5, died March 15, 1938.



BEST WISHES TO:

Richard Keith, born to Motorman (Division 5) and Mrs. J. R. Franklin on February 12.

Lynda Lee, born to Operator (Wilshire) and Mrs. L. W. Davis on March 6.

James Elmer, born to Operator (Wilshire) and Mrs. E. M. Bannister on March 11.

James Allen, born to Motorman (Division 1) and Mrs. G. L. Beckstrom on February 11.

Rose Caroline, born to Car Repairer (Department 8, Mechanical) and Mrs. C. L. Green on March 12.

GET A TRANSFER

If you are on the Gloomy Line,

Get a transfer.

If you're inclined to fret and pine,

Get a transfer.

Get off the track of Doubt and Gloom,

Get on the Sunshine Train, there's room,

Get a transfer.

If you are on the Worry Train,

Get a transfer.

You must not stay there and complain,

Get a transfer.

The Cheerful Cars are passing through,

And there is lots of room for you,
Get a transfer.

If you are on the Grouchy Track

Just take a happy Special back,

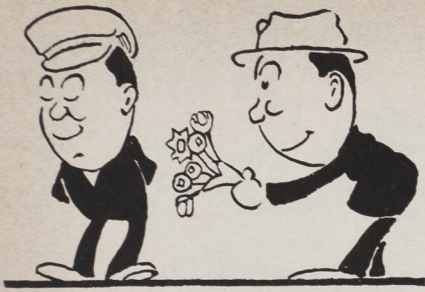
Get a transfer.

Jump on the train and pull the rope,

That lands you at the station, Hope,

Get a transfer.

—Exchange.



Motorman's Politeness Commended . . .

"A most hearty commendation for Motorman on an 'R' car, wearing cap badge 2737 (F. T. McClendon, Div. 1). A woman started a tirade of abuse as she boarded the car—he answered politely but the tirade continued. He was a real gentleman through it all, and knowing how many 'brickbats' they get, I wish to hand him an 'orchid.'"

CELESTRA W. DICKINSON

3333 W. Fourth Street, Los Angeles

Stranger Grateful for Courtesy . . .

"A good word should be put in for Conductor 1928 (V. J. Eulberg, Div. 3). I am here from Kansas City and did not know the streets and this Conductor was very helpful in his instruction as to how to get from one place to another by streetcar. He was very courteous and I am grateful to him and the company he works for, for making my stay very pleasant. Thank him for me, please."

JOE ORDWAY

681 Shatto Place, Los Angeles

"Courteous in Many Ways . . ."

"I should like to say a word of commendation for one of your operators—1889 (H. D. Shier, Div. 4)—operating a new-car, No. '3', on West Sixth Street. In the 15 years I have lived in Los Angeles and have ridden the streetcars I think he was the most courteous young man I ever saw.

"The 'R' car going east on Third had an accident of some kind at Larchmont and Third. The young man I refer to would call to the people along Third Street (down to where the No. '3' cars turn to go down Sixth) and tell them there was a tie-up on the R line and to get aboard, and needless to say these people were most appreciative. He was courteous in many, many little ways—the car was packed to capacity and I don't believe there was a person on it

. . . RIDERS'

who did not comment about this young man and how courteous he was.

"I thought it only fair that I pass this along to whom it might concern."

MILDRED CONDON

Citizens Nat'l Trust & Savings Bank,
Los Angeles

Disagreeable Trip Made Pleasant . . .

"It was my good fortune yesterday to take one of your Sunset buses, coach number 4010 (D. S. Blackmer) at nine o'clock on Sunset Boulevard and Las Palmas, for downtown. As you know, the entire trip was made in a heavy rain storm, and traffic conditions must have been trying for the driver, yet he was uniformly so considerate of everybody and so good natured that what might have been a disagreeable trip for all, proved to be, instead, a pleasant one."

EDITH G. PECKER

Teacher, Los Angeles Orphanage
Los Angeles

Unknown Employee Lends a Hand . . .

"This letter is to express my appreciation of assistance rendered me during the storm conditions of last week.

"On March 2, at about eight o'clock in the morning, the motor of my car was rendered inoperative by high water from the rain, while I was driving on Van Ness Avenue in the neighborhood of 62nd Street. A driver of one of your trucks was kind and considerate enough to push me a distance of two or three blocks out of the water—which was deep enough to endanger lives—onto high ground and safety. On account of the excitement, I failed to get his name or the number of your truck, but should you be able to identify this driver, please extend my sincere thanks both to him and your company for rendering a service in such a time of need."

W. H. SHORR

3921 Melrose Avenue, Los Angeles

"Action Deserves Recommendation . . ."

"Re: Motorman No. 1567, (E. J. Flint, 'U' Car, Div. 3).

"I am taking the liberty of writing to you calling attention especially to a service rendered by the above named motorman, not only to his company, the passengers who were riding on his car—but also to a careless individual who drove his automobile head on into the streetcar. This happened at 6:15 p. m. in front of Haddon Hall, opposite the Eighth Street entrance of the Ambassador Hotel. Mr. Flint used all his strength and kept cool in stopping his car in time to prevent what might have been a serious accident.

"Such action deserves recommendation, therefore this letter. I sincerely hope you will give Mr. Flint recognition."

A. A. BERMAN

739 S. Coronado, Los Angeles

Work Done Unusually Well . . .

"When I see anyone doing his or her work unusually well, I like to say a word of praise and I don't know this man's name but his number was 760 (L. E. Adkins, Div. 1) on an 'R' car going east on Whittier at noon today. He is courteous, an unusually careful driver, and called the streets so you could understand just what he said. He deserves praise."

MRS. E. M. GILL

1563½ W. Jefferson, Los Angeles

"Right Kind of Stuff . . ."

"I have had occasion twice to write you complaining letters, but now I wish to change to one of another kind.

"Last Monday, February 21, I witnessed Motorman 2501 (E. J. Zumault, Div. 5) on an 'F' car show a lady such unusual courtesy that I thought you would like to hear about him. A lady wished to board the

REMARKS . . .



car, going east on Third Street, but could not reach it on account of traffic going north. The Motorman motioned to her to go around the corner, where he let her on, and with a smile, as though it was a pleasure to help her out in her dilemma. Simple, wasn't it? Yet so unusual that it has caused me to write these lines, and suggest that you keep an eye on him—he may have the right kind of stuff in him.”

GEO. E. MCCONNELL
Aetna Printing Company
428 Boyd Street, Los Angeles

“Level, Cool Head . . .”

“This letter is to make special mention of your Coach Driver No. 243 (**E. J. Elgood**) with whom it has been my pleasure to ride on Beverly Boulevard many times—and in all kinds of weather.

“I have especially noticed this man because of his having a level, cool head and because of his courtesy to the passengers. He actually treats them as if they were his own personal guests and he handles the car as if his own money was invested in it. I do not know his name but it's a real pleasure to tell you of his outstanding qualities.”

O. L. CASTLEBERRY
117 N. Flores Street, Los Angeles

Efficient Handling of Job . . .

“I wish to take this opportunity to commend one of your operators on the Wilshire Avenue line for the efficiency with which he handles his job. I have been employed in that district recently, and have had the occasion to ride with Operator No. 740 (**A. Kaplan**) on several occasions.

“If all the buses in Los Angeles were run with such efficiency there would be many less accidents occur.

“This is the first letter of this kind I have ever written, but felt it my duty as a citizen and taxpayer to do so.”

N. M. WHITE
331 E. Cypress Street, Glendale

Crew Complimented . . .

“Am a regular rider on the ‘J’ line. I wish to compliment very highly the Conductor and Motorman on their efficient way of handling the passengers on the morning of February 5, about 11:15, on the car going east. The car was packed, but the Conductor, whose cap was 1494 (**W. P. Spendlove, Div. 1**) said ‘Please step up in front; I’ll appreciate your cooperation,’ gave everybody a smile, helped people on.

“Then the Motorman, whose cap was 1207 (**G. L. Stoddard, Div. 1**) called the streets plainly, and kept his mind right on his work. It's a pleasure to ride when the public is shown such consideration.”

A PASSENGER.

Cooperation Appreciated . . .

“Monday, February 14, because of full hands I dropped an envelope on a No. ‘5’ Inglewood-bound car—Conductor Habich (**F. Habich, Div. 5**) No. 1048, as I learned later. This envelope contained figures that were of use to no one else, but meant much to me as they were the result of many days work and had to go to the printer immediately.

“The office of Marshall & Stevens phoned to your Lost and Found Department. Through their kind cooperation, that of Conductor Habich and the Supervisor at Main and Jefferson, I was able to get those papers within a half hour. All men concerned and the office of the Los and Found were certainly kind and I want to express my appreciation for such consideration.”

NORMA W. MARSHALL
1533 N. Avenue 46, Los Angeles

From our Mail Sack also come Letters of Commendation for:

CONDUCTORS

A. L. Auslender, Div. 4
G. E. Kinnison, Div. 4
E. M. Hersey, Div. 4
C. W. Brown, Div. 4
C. E. Moore, Div. 1
S. A. White, Div. 3
W. J. Thomson, Div. 3
H. E. Shultz, Div. 5

N. E. Wankier, Div. 3
J. T. Little, Div. 4
T. R. Sims, Div. 5
J. F. Taylor, Div. 4
R. G. Monahan, Div. 3
N. A. Helfrich, Div. 5
F. S. Leon, Div. 3
L. E. Stump, Div. 3
Z. T. Monroe, Div. 3
D. MacTaggart, Div. 5
J. C. Thodes, Div. 4
A. A. Lithgow, Div. 1
D. W. Tinsley, Div. 1
A. S. Lewis, Div. 1
H. D. Plank, Div. 4
G. A. Jahn, Div. 4
H. I. Frey, Div. 1
J. C. Allison, Div. 1
H. E. Dickinson, Div. 4
H. A. Hansen, Div. 5

MOTORMEN

Wm. A. Clark, Div. 3
H. W. Clark, Div. 4.
W. J. Walton, Div. 5
L. S. Fitzpatrick, Div. 4
H. B. Moormann, Div. 5
E. B. Weaver, Div. 4
H. L. Foss, Div. 4
D. J. Thomson, Div. 3
C. E. Benedict, Div. 3
O. H. Burton, Div. 1
T. B. Erckert, Div. 4
L. L. Leasman, Div. 4
R. T. Gamble, Div. 4
G. C. Hanson, Div. 1
A. I. England, Div. 1
W. J. Forster, Div. 4
T. H. Speed, Div. 4
E. B. Adams, Div. 3
R. A. Knudson, Div. 4
R. H. Schatz, Div. 4
E. W. Starks, Div. 4
J. B. Leland, Div. 5

OPERATORS

A. G. Gribling, Highland Park
M. A. Martel, Sunset
Lou Singer, Wilshire
R. T. Cunningham, Wilshire
G. I. Gurnea, Highland Park
C. G. Austin, Melrose
F. A. Palfreyman, Florence-Soto
W. S. Knight, Normandie
W. S. Goodale, Crenshaw-Vine-La Brea
J. M. Ferris, Alvarado

AROUND THE



Division Four

C. J. KNITTLE

Southern California's recent flood disaster produced no amateur broadcasting heroes of the type who floated their transmitting equipment in boats and rafts over the submerged towns of Pennsylvania and Eastern Ohio two years ago, flashing continuously the flood figures and how immediate relief could best be rendered. One incident, however, came to light which may interest radio enthusiasts.

On one of our recent flood days, March 3, a lad of sixteen living at 340 Dillon Street, decided to spend the school holiday sending and receiving on his homemade 20 meter broadcasting set but, on plugging in, discovered the National Broadcasting Relay Station in San Francisco was trying desperately to contact its local station, KFI.

Listening and interpreting the code for a few minutes, the youngster decided the contact was impossible and flashed a message to N.B.C. suggesting they start sending KFI's programs and he would relay them by phone.

With no other resources, officials of the great broadcasting system took up the lad's offer. At 10:00 a.m. the instructions came flashing in. Electrical transcriptions were substituted for many of the musical and dramatic programs originating in New York, Chicago and San Francisco. Orders specifying which transcriptions were to be used on each program as well as certain private commercial messages from N.B.C. were sent to the

boy. The youngster interpreted them quickly and the mother phoned them to KFI.

Six and one-half hours later, technicians located the break in the system and normal contact was re-established. It was a tired boy who laid down his head set with a final flash, "Take it away, KFI—W6MXN is standing by." Two days later he was given honorable mention on all of KFI's programs and proffered an invitation to call at the local offices of National Broadcasting Company.

Perhaps we have a personal interest in this young man. He is John Deenean, son of Motorman J. R. Deenean of this Division.

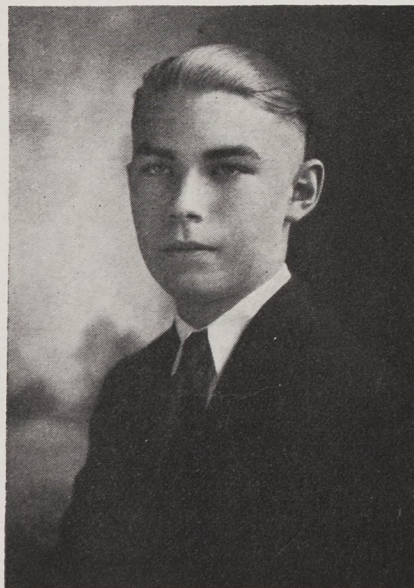
Things usually run smoothly in the home of Conductor and Mrs. John Critchlow but one day recently a scream of intense pain sent Mrs. Critchlow rushing to the back porch. Vincent, their eighteen months son, was discovered dangling at the side of the washer with one arm being

rapidly drawn through the wringer. Just then the safety snapped open. So did the bone in Vincent's upper arm. Baby was rushed to the Receiving Hospital and the mother to the California. The shock was too much for her.

The news that Bob Deucher has passed away will shock many of his trainmen friends. Bob was a motorman here for many years but left the service two years ago on account of ill health. On February 27, at 63, Bob died of heart disease and asthma at the General Hospital and was buried in Inglewood Cemetery on March 1. Mrs. Deucher, a son and daughter survive.

News chips from here and there: Thieves stole Motorman A. J. Lange's new Pontiac 8 Coupe from a public garage March 13. . . Operator C. F. O'Malley has discovered that the lights won't burn on a BF type car until you turn the main switch button. . . Ed Bliss and Mark Lemley made their 1269 mile trip to Amarillo and return in 51 hours. . . Motorman R. J. Rowe has left for Miami, Oklahoma, where his father passed away March 16.

A general shake-up was held on March 14 and appeared to be quite a success—that is—all trainmen involved came away smiling and must have gotten something better than they had before. The boys who chose on the new "A" Line schedule had a double chance of getting just what they wanted because the day after the shake-up, a bulletin was posted stating that the new "A" schedule had been cancelled. So these boys had the added pleasure of choosing another run on the old schedule. Line "P" also received a new schedule.



John Deenean, son of Motorman and Mrs. J. R. Deenean.

DIVISIONS



Division Five

FRED MASON

The Seagulls' Roost still stands, and the boys of the Seagulls' Roost Division took to the recent storms just like ducks take to water. They showed up for their runs, some wet, some very wet and some soaking wet, but they reported just the same and the runs went out. Boys, you were great and Superintendent Boyd wishes to express his appreciation for your good work under such trying conditions. On the morning when the tide was at its highest Mr. Boyd himself almost made it to the Division high and dry, but got as far as 52nd and Arlington when his motor let out that little old spluttering sound, which we all hate to hear, and he was stranded. If Conductor Ken Sloan had been around with his movie camera we would have got a good one. Yes, folks, it would have been a photo finish and that is just how B.B. finished his trip to the Division. Off came his shoes and socks, up went his trousers to his knees. With a Navajo blanket around his shoulders, shoes in one hand and the other hand holding onto the blanket, he started to wade. The web toes he acquired since coming to Division Five sure helped. He even met a couple of mermaids on the way but even they did not deter him and he got to the Division just the same.

Some of the boys in Inglewood were unable to reach their homes and had to stay at the Division all night. They slept at the Division and were made very comfortable as Mrs. Boyd sent B.B. back with a load of bedding and blankets. After listening to Amos and Andy over the Division

radio they piled in and took on plenty of shut-eye.

The baseball season will soon be under way and Conductor Roy Platner, President of the Baseball League, has a great opening day lined up. Tireless Roy (and we don't mean he's running on the rim) has been spending a lot of time in preparing a great program for the opening day. Just what it is will be published in another column so read it and watch the date.

As to what kind of a team we are going to have this year, just ask Manager "Happy" Daerr. I asked him myself who he picks and here is just what he said: "The Yanks in the American League, and while I'm from Pittsburgh I don't think Brooklyn will bother them in the National League, but Division Five will be raising a lot of dust and base hits out at Vernon Yards." So there you have it, boys. "Happy" will not commit himself but he is wearing a great smile and an equally big sleeve, and it goes without saying just where he is doing his smiling.

We welcome to our midst ten new Motormen. Rookies just like we were. Make them feel at home and help them like we were helped.

A rather amusing incident occurred recently with Conductor A. H. Boivin playing an innocent role. He was in uniform and about to step into his automobile in the vicinity of Vernon and Dalton when a man asked him where he could get a car to take him to 45th and Broadway. Boivin replied, stepping in his auto, "Right here." The man then said, "Where, I don't see any car here." Boivin again said, "Right here," and added, "Get in." Somewhat surprised the man stepped into Boivin's auto but before doing so, displayed a weekly pass.

Boivin just naturally said "Pass" and away they went. He let his passenger off at 45th and Broadway and was thanked very profusely. Boivin's passenger happened to be a man who has traveled every part of the United States in a trailer and is known as the "Star Nomad of America."

We welcome back into our midst Vic. Muckenthaler, who, before going to the main office in the Money Counting Bureau, did his chores as clerk at Division Five. "Muck" will be right at home again and able to renew many old friendships.

Following the Division Five Minstrel Show, Conductor T. A. Wilson, who was Dance Floor Manager, brought in a lady's scarf, saying "Here's a lady's blue scarf which was left behind." If the lady who lost this blue scarf will call at Division Five, her blues will be chased away and the scarf returned.



ELECTRICAL



WALTER WHITESIDE

Rain, rain, stay away,
We have enough to bail today,
Buckets full here, buckets full there,
If we aren't careful, it will get in
our hair.

The above verse was the theme song of the members of the Electrical Construction Department the day of the rain and flood while performing the unpleasant duty of bailing out the basement of Slauson Substation which became flooded. The pumping equipment of the Los Angeles Fire Department, Station 31, came to the rescue and after capping the sewer line it took several hours to empty the basement of water and clean the

muck from the floor before putting the station back on the line. Yes, the boys were surely kept busy on this eventful day. Glancing over the trials and tribulations of the other branches of the Department, we find that the Line Department had no poles, overhead trolley, feeder cables or transmission lines down; that the Power Department kept all substations operating, the only failure being at Slau-son Substation, but this did not disrupt service in any way.

The Emergency Crews from the Line Department were plenty busy towing stalled autos off the tracks, although the calls for streetcar failures were very few. We wish also to state that the emergency crews from the Garage assisting in this work certainly carried on in magnificent fashion.

The Telephone Crew was very busy keeping the dispatching telephone system in complete working order, and deserves a world of praise for this work.

In fact, the whole Electrical Department can feel that they kept up their end of the service in great shape.

Everyone reported for duty, some a trifle late, some by boat, but Dan Mason was the only one fortunate enough to obtain the services of a taxi. Fred Warrington had to swim a couple of miles but finally arrived, and Dick Payne had to detour through Glendale and take the ferry in from there. Ray Kiddoo put an egg beater on the back of his Willys and operated the car as an outboard.

Why is it that one person has to wait his turn in a restaurant and another can walk in, sit down, and receive his food without even ordering? This happened the other day when Jessie Howell waited her turn and when the waitress was bringing her order, Roy Baker came in and sat down and was promptly served with the lunch Jessie had ordered. It has since been said that Roy would not have received such good service had he removed his hat.

Division One



R. C. RUGGLES

Well, it seems Los Angeles has made the Front Page once again.

On the morning of February 27, some of our "unusual weather" started, heavy rain which soon went into the flood stage. Some of our boys were unable to get to work due to high water, and a few suffered some loss to their homes.

On Saturday, March 19, Cash Receiving Clerks installed at our Division, Mr. C. Boring and J. O. McArthur, will handle this part of the business from 3:00 p.m. to 6:00 a.m.

Conductor A. D. Merritt, who entered the service in 1934, has resigned to accept another position.

We extend our sympathy to Operator C. A. Wells, who recently lost his father.

Being a Good Samaritan has its drawbacks. Operator F. E. Osborne, during the recent rain, helped a motorist with his stalled automobile, but in moving the car, a window was broken and Operator Osborne suffered a badly cut hand.

Operator A. W. McKeel is on an extended leave of absence, visiting relatives in Oklahoma.

Operator A. S. Frum is visiting relatives in Tacoma, Washington.

Operator R. R. Youts took two weeks leave of absence on account of the death of his father. Our sympathy is extended to him.

George Urbain, who passed away March 4, 1938, entered the service of the Company on July 28, 1921, in the capacity of Conductor at Division One. He was a quiet, unassuming man, well liked by all who came in contact with him and the news of his sudden death was a great shock. The sympathy of our Division is extended to his family.

Perhaps if Conductor A. S. Lewis had practiced the "Watch your step" slogan, he would not have suffered painful bruises when hit by a motorcycle.

Operator F. P. Behnke was in the class of "The absent minded Professor," the other morning. His mind occupied with thoughts of the ponies, he turned in his handles instead of his report cards.

In talking with our Division Superintendent recently I was impressed with the fact that he is not at all pleased with the showing that we are making at this Division on our accident record. There is no question but what the number of these reports could be cut in half, and if those of you who are making these reports will take just a little more care and eliminate them, our record will be greatly improved.

Virgil & Santa Monica Coach



D. S. COBURN

A new radio and loud speaker system has been installed at Virgil, furnishing music and entertainment for the men in the train room and also saving the dispatcher's voice when trying to waken the shine men.

The recent flood gave some of the men at Virgil a real scare as many of them have homes in North Hollywood and San Fernando Valley. Fortunately they were all located so that they escaped with little or no damage. However, a few of the men could not get home or communicate with their families for two or three days.

The annual baseball organization meeting was held at Virgil to prepare for the coming season. Practice has been started and it looks as though we will have a real ball team this year.

Lee Burris is still confined to the hospital but he is improving rapidly and expects to leave as soon as the cast is removed, which will be about the first of April.

Operator J. T. Matier is now at the hospital recovering from an operation.



Mechanical Divisions

F. F. ROBEY

Division One

R. L. Howe reports that within one month he will be able to move into his new five-room stucco home in Hawthorne.

Our roving reporter says he saw Tommy Hartley sitting on the roof of his car, in the middle of the street, with flood waters all around him. We are sorry, but we don't have a picture of this.

Division Two

The old Instruction Room has been a busy place recently. Several groups were holding meetings—topics from preaching to soft ball, etc. But we hope the thief or kleptomaniac who walked away with one of the seat handles will be man enough to return the handle. He may keep the screws. Just leave where the Janitor can find it and no questions will be asked.

The new accident prevention committee had their first meeting—time was short, but after getting acquainted, some very good ideas were brought out. If you know of any way to keep a workman from getting hurt or scratched up occasionally, tell J. E. Steenrod about it.

Division Three

Tom Hubbard and Chester Binkiewicz had to swim Lennox Lake during the flood. Chester won by a nose.

Frank Marshall and Boyd Walters went duck hunting on Valley Boulevard near Lincoln Park. The ducks, being from the park lake which overflowed. The boys had to put them back.

Phil Lathrop, Secretary of the Car House Committee, bought himself a typewriter. Now he says he'll learn to play one.

M. Belden seems to have a very strong liking for a certain place near Pomona. Another bachelor going west?

Our system of working cars is surely turning out swell and liked by all the boys.

Division Four

Dick McDowell had the misfortune of falling in the pit recently and breaking two ribs. We wish him a speedy recovery.

W. A. Shirk took a month's leave to Nebraska to get married and visit with his parents.

George Smith will look twice the next time he walks through a car with the trap doors open.

Ivan Nelson, J. B. Shetley, J. J. Tolin and O. S. Garrison are the new Cleaners here. They were transferred from Division Five.

Division Five

Clerk C. R. Fulton got reckless and shed the old Buick. He now motors around in a '33 Oldsmobile.

The personnel on the wash rack has been changed to colored men. The men that were on the Wash Rack have been sent to the Shop and Divisions.

The first sign of spring: We are organizing a soft ball team, have some pretty good talent, and expect to have a winning team. R. W. James was elected Captain.



Vernon Yard

H. I. SCHAUBERT

As the baseball season nears, Track Department hopes are high for another pennant. Last year's champions are rounding to form with the exception of Louie Peralta. He is much too round. Although the starting line-up of players will be practically the same as last year, Manager Walter Capps made a change in the rooting section by marrying Inez Ochoa on February 19. Walter's knowledge of Spanish was quite limited prior to the event, about the only word he was thoroughly familiar with being "no," that being the same whether spoken as Spanish or English. Since that time, however, he has become quite proficient in the use of the word "si."

The recent damp weather caused many changes to be made in the routine life of Track Department members, all extra gangs being sent out on private right-of-way to install rock where the sand ballast had been washed away. Even Charlie Plume



"He fell in a barrel of whiskey we were aging by electricity!"

and Bill Swearingen worked overtime to weigh in shipments of rock to the Vernon Yard elevator. The big slide on Museum Drive was the most serious trouble experienced, Engineer Eaton getting quite a thrill as he was standing by when the tons of rock crashed down to cover the tracks and apparently engulf Gene Rodriguez, one of his men who had been working there. However, by dint of some speedy sprinting Gene managed to escape injury. As an aftermath to the storm many of the employes underwent additional discomfort by drinking polluted water. Charlie Harwood and Caryl Thompson in particular experienced severe stomach disturbances. Austin Fleetwood's efforts to relieve the suffering of some of his neighbors with sparkling Vernon water came to naught when the two five gallon bottles he had on the rear seat fell over as he rounded a corner at high speed. Net loss to Fleet, one dollar and a half, as he had borrowed the bottles from a water company to make the delivery.



F. ARLEIGH FRAZIER

E. L. Scholes says there are some large rats in the storeroom and he is keeping a close watch to catch the two-legged one that got away with his lunch.

Vesta Belle Dotson's wife after several attempts has taken a trip back east to visit relatives.

N. C. Farmer and Shelby Brown have organized soft ball and hard ball clubs. Anyone interested please call Farmer at the Carpenter Shop or Brown, Progress Clerk. The company is sponsoring the club and have supplied uniforms.

Howard Eimer bought a boat and is attempting to give it a general overhaul but so far hasn't been able to do much work on same as his car won't stay running. Between putting in five new springs, a new transmission, a new rear end, a rear axle, and

a few extra lights here and there he just can't find time to work on the boat.

The Shop boys extend sympathies to A. N. Anderson and family on the death of his father, J. H. Anderson.

W. C. Brown, our Assistant Superintendent, was retired March 1. Walter, as he was known to the boys at the Shops, has been with the company some thirty-nine years and was very well liked by all the men. We will surely miss him around the Shops as he was around and about the various departments most every day.



For the past several months Superintendent Healy has put in many hours studying accident reports; the men who have so many; the conditions on the different lines—in fact, all phases of operation which might cause accidents. We have many men who work year after year without an accident, while others, under the same conditions, are always turning in reports.

Division Three is leading all divisions in the number of accident reports, and we know we have just as good operators and equipment and as good or better lines than any division, so why should we head the list? If all will work just as instructed, Division Three will get back in the place they used to hold—the top of the list, and that is the goal Mr. Healy has set out to attain. Boys, read the traffic conditions ahead of your car and govern your operation accordingly.

On March 1, the baseball players of this division held an election to choose a manager for their organization. Operator W. E. Richards was elected, and we are told that judging from his past experience in this line, the boys made an excellent selection. Division Three has some very good players, and we are looking forward to some excellent games this season

and hope to see the trophy returned to us.

Having broken his glasses, Conductor Bob Leckey was wondering how he was going to save enough to buy a new pair. His Motorman says he finally hit upon the plan of saving all his pennies for same, so he is now carrying a milk bottle in his pocket, into which he deposits all surplus pennies.

We regret to report that Operator G. M. Martin missed out during the past month—the first time in thirteen years.

Many complimentary remarks were heard about the operation of the yellow cars during the rainy spell the first week in March. In fact, we were about the only utility that was operating on an almost normal basis, and we know the service was greatly appreciated by the public.

One of our ex-conductors, J. W. Reynolds, has opened a little store in the front part of the Union Hall at Avenue 28 and Figueroa. Your patronage will be greatly appreciated.



CHARLES H. HARDY

H. B. Gaither was marooned in Big Tujunga for six days during the floods, finally reaching civilization after a long hike. Mrs. Gaither got out on horseback at the end of eight days. Food was dropped from planes to those who were isolated. Gaither praises the Sheriff's Office and Red Cross for their quick action in bringing foodstuffs and medical supplies in this way to the stricken area. Fortunately the Gaithers' home was one of the few to escape destruction, however it may be weeks before roads can be constructed to that area. What was formerly a fine drive bordered with trees is now just a barren wash.

The Credit Union has had a fine start and is fast growing. At the time of this writing there has been paid in almost \$1600 in deposits and several loans have already been made.

Al Hitch received a couple of cash awards for suggestions accepted and is out after more.

Taking a dig at the old-timers a passenger said to Coach Operator D. M. Ott, "You haven't been driving a bus very long, have you?"

Operator: "No, why?"

Passenger: "You still call the streets very distinctly."

Mr. and Mrs. H. R. Armstrong wish to thank all the boys for the loyal support shown them during their recovery from an accident up north. Armstrong, who expects to be back on the job soon, informs us that his wife is getting along very nicely.

R. "Nip" Whitman jumped into third place in the Class B ski jump held at the Coliseum recently. We will hear more about his activities later on.

Our deepest sympathy to A. G. Hickey whose wife passed away recently.

"Zem" Singer hid behind a shamrock and clay pipe on St. Patrick's Day—no doubt trying to promote a riot.

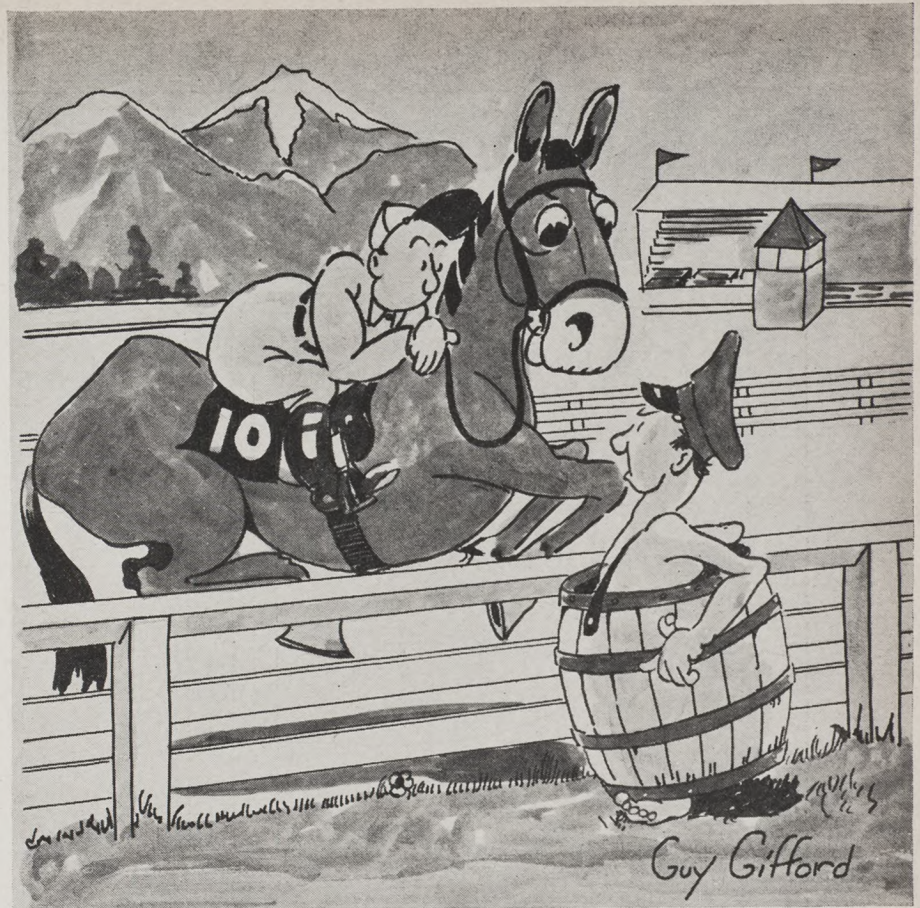
R. Tagney was trying his hand at a little carpenter work when the rung of the ladder he was standing on broke. Losing his balance he tried to jump clear, landing on his left foot, sprained and stretched the muscles in his back making it necessary for him to take it easy for a while on the sick list.

F. Freeland has become Assistant Scout Master of Troop 53. He is also swimming instructor and in charge of the life saving instruction.

Al Brehm and Glen Graham intend to give dry land fishing lessons in order that the boys will not return from the briny empty handed.

Several alterations have been made around Coach headquarters lately, including the building of an office for the use of Mr. Patton.

We welcome these new men to the Coach Division: G. M. Congdon, F. R. Newbill, F. R. Couch, O. L. Murray, G. R. Van Auken, M. C. King, L. R. Cook, B. C. Lang and L. M. Hamilton.



"Just what kind of a schedule were you running on?"

16th STREET GARAGE

Few men in the Garage were affected by the recent floods. However, it is reported that Tom "Corn" Juris stationed himself at the mouth of the river with a landing net to catch any of the hogs that might be washed out from his ranch at "Gravy Acres." "Chick" Jackson's boat started to drag anchor in his back yard and had to be made more secure. Frank Bruner was awakened by the sound of a motor boat coming down the street. "Sparky" Holloway ferried quite a number of people across a stream on his shoulders. Vernon "Casey" McDonald pronounced his drinking water free from germs. He claims he personally made a microscopic test of it for typhoid germs. "Lucky" Rorer was left high and dry in a barber's chair when the power went off. W. Trombly moved from an elevated location to a much lower site the day before the flood.

Next morning motor boats circled the house which was only three inches from the water level.

Ed Sullivan tangled up with a buzzsaw at home and received severe lacerations to two fingers that will probably take several weeks to heal.

Deafening applause greeted Wally Weberg, the garage songbird, when he crooned his favorite numbers over a microphone at one of those stags recently.

Henry Pree celebrated his birthday by presenting a cake to his pals on the Wash Rack. The pals brought out the paddle and W. Gans crowded in to be first to apply it.

C. Walters had the misfortune of knocking a thumbnail clear off while changing a coach tire recently.

Dorothea Parker is on sick leave for some time, C. Clark of the Third Shift pinch-hitting in the office during her absence. Tom Casey was called for jury duty, Ed Graham taking his place until he gets back.

Los Angeles Railway

