

# TWO BELLS



*Progress*



**DIVISION SCRIBES**  
 R. C. Ruggles L. Volner  
 C. J. Knittle Fred Mason  
 Charles H. Hardy  
 F. Arleigh Frazier  
 D. S. COBURN F. F. ROBEY  
 L. F. SPARKS  
 Walter Whiteside

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# DOUBLE PUNCHES

*Delivered by* MUELLER

There is an old Russian proverb which says, "Long hair makes short brains." Here is a story from Melbourne which refutes the proverb. When the leader of a Tramwaymen's Union deputation asked for shorter working hours, Mr. H. H. Bell, the chairman, is said to have replied: "You will grow a head of hair before the tramwaymen get a 40-hour week." The union leader was quite bald.



A few weeks later the deputation called again. The union man took off his hat and showed Mr. Bell a mop of thick hair. He said he obtained it by some new electrical treatment. The Board were so impressed that they decided to reconsider the question of hours.



Mercury.

—:—  
 One of the lesser known objects

of collection are streetcar transfers. There is an army of collectors all over the world who will go wild over an especially rare transfer issued by some out-of-the-way dinky. Transfers are rated according to rarity, punchmarks, destinations—in fact a whole ritual has grown up around them. Collectors even publish a paper which gives them news from the transfer markets all over the world.

—:—

One of his most vivid memories, relates the famous painter, Picasso, is the singing motor-man in Malaga, Spain. He did not run his car according to schedule of the company but to the rhythm of his song—gay or melancholy, galloping or slow.

—From TIME.

—:—

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# WESTERN METHODS EMPLOYED IN SHANGHAI PUBLIC TRANSPORTATION

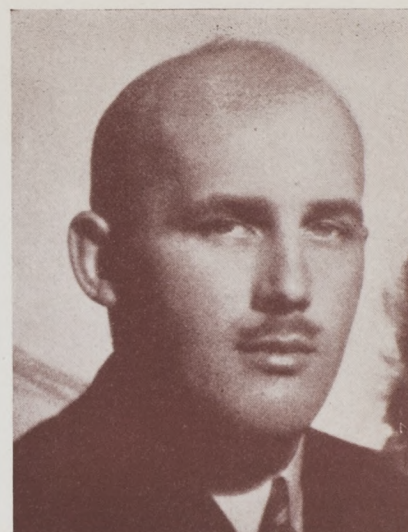
WHEN the Honorable Lin Tse-Hsu, High Commissioner of Canton in 1839, decided to stop the profitable British opium trade with China, he simply ordered all European merchants in China in close confinement and told them to deliver to him all the opium in the harbor. The merchants bowed to force and gave up five million dollars worth of poppy seed which the incensed Lin Tse-Hsu burned to the last pipeful. Then he forced them to sign an agreement that they would never again import opium into China, which was also done. The Honorable High Commissioner settled back, smugly contented with work well done.

But such high-handed procedures were not to the taste of the British and it was decided that the time had come to teach the sons of the Celestial Empire the necessary respect for the ways of the foreigners. The first English-Chinese war, the so-called opium war, was the result. After two years fighting against heavy odds the Chinese realized that they had committed a tactical error and decided to quit and take their medicine. At the Treaty of Nanking in 1842 they were forced to make various concessions and pay a war indemnity of twenty-one million dollars. The opium question was not touched upon. Five ports were designated as treaty ports where foreign merchants could build warehouses and trading centers. One of these ports was Shanghai, an unimportant fishing center of about 75,000 Chinese and 50 adventurous foreigners.

Situated at the junction of the Wu-sung and Hwangpu rivers, 12

miles above the estuary of the Yangtse river, Shanghai gave no indication of its future greatness. An acre of land could have been bought at that time for 200 Mexican Dollars—and the same acre would have brought in 1927 1,400,000 of the same dollars. Nothing could better illustrate the phenomenal rise of this city from a fishing town to the world's fifth important harbor through which flows over half of all Chinese trade.

The Greater Shanghai of today covers an area of 320 square miles and harbors a population of three and a half million people. Of this number only about 30,000 are foreigners, who have made the city what it is today. These foreigners live in the International Settlement, which, together with the French Concession, is surrounded by the native city. In the confines of the Settlement they are upon home ground and no Chinese law can touch them. The thirteen main nationalities each have their own court of law and the first duty of one of the heavily bearded Sikh policemen after arresting an offender is to determine before what court the evil-doer must be brought. In the early days of Shanghai it was difficult—a Chinese magistrate meted out his peculiar brand of Chinese justice and often vented his spleen on the white barbarians by ordering them decapitated for non-capital offenses. Thereafter most of the powers insisted upon a treaty of extraterritoriality, which simply means that they are immune from the laws of the land and under jurisdiction of their own courts. At first willingly granted by the Chinese, these treaties of extraterritoriality are now smart-



*Herbert W. Mueller, Virgil Coast Division, author of this article which is one of a series dealing with foreign transportation companies.*

ing the New China and it seeks to have them cancelled. So far most of the big powers have held on to their privileges but what the future will bring is uncertain, considering the Japanese in the woodpile.

The International Settlement, backed by the fleets and armies of the residing nationals, soon became a haven of refuge for the natives, fleeing from war or civil strife. During the bloody Tai-Ping rebellion in 1860 500,000 Chinese fled to Shanghai and settled there. Today a westernized city greets the visitor. Large and beautiful buildings—the highest outside the U. S.—line the famous Bund, the river esplanade of Shanghai, all of them being topped by the Customs House and the Cathay Hotel. Forty-seven nationalities, not counting the native Chinese and Japanese, work peacefully side by side. The affairs of the Settlement are regulated by the Municipal Council—a body of fourteen men which are elected by a wealthy minority, and consists of five British, five Chinese, two Americans and two Japanese.

The transportation of the teeming population of Shanghai is being handled by several companies, the most important of which is the British Shanghai Electric Construc-



*A trolley bus crosses intersection in heart of Shanghai's business district.*

tion Company. This company owns 18.09 miles of railway trackage with 214 trolleys. In addition they are operating 114 trolley coaches, which they introduced in 1915 and which have become increasingly popular on account of the many narrow streets where double-tracks would not be feasible. All cars and coaches are divided into two compartments—a first and a third class. Their equipment rolled-up a total of 10,627,132 miles and carried 115,201,428 passengers. Under its franchise the company agrees to pay 5% of its gross receipts to the Municipal Council and purchase all power from the Municipal Electrical Department. The Council may purchase the company in 35 years.

Very little information can be obtained from the two other companies. One is the Chinese Tramways which carries most of the native population. The other is the French company, or to give it its colorful complete title, the *Compagnie Francaise de Tramways et d'Eclairage Electriques*—and try and write that on a check. They have 15.26 miles of trackage, 43 cars and 17 trailers but

not trolley coaches. These run into the French Concession through the courtesy of the Shanghai Construction Co.

Another important transportation factor is the China General Omnibus Company which operates 192 coaches in the Settlement, of which 24 are double-decked. They carried 37,328,561 passengers in 1936.

When this last-named company was organized in 1923 it promised a "superior type" of transportation. It introduced English-built petrol-electric coaches, seating twenty-four and developing 38 HP per 1000 revolutions. To keep the coaches exclusive fares had to be paid in silver coins and not in coppers which is the poorer native's medium of exchange. "A seat for every passenger" was the slogan—but it soon appeared that there were more seats than passengers. So fares were brought down to the copper standard. These coaches laid a screen of evil-smelling smoke over the city streets which annoyed Shanghaianders beyond measure. Fares changed so often that finally neither conductor nor passenger knew what to charge. At

one time the fare depended upon the time of the day one boarded the coach. The habit of Chinese conductors to collect "cumshaw" (small graft) led to a condition where the company employed one inspector for every four coaches running. The inspectors were Koreans and therefore not connected by bonds of blood with the conductors. Drivers received a slightly higher wage than motormen. Passing up passengers was a common occurrence, but when the company started the system of paying drivers a bonus according to the number of passengers carried things improved to such a degree that they stopped their coaches and began searching for regular customers who were not at their stopping place. But today the China General Omnibus Company is running a well-organized service with large, comfortable coaches. On the double-deck coaches are two conductors, one for each deck. They are using the continental system of collecting fares after the passengers are seated. Street names are sung out in Chinese. The city is divided into three fare zones and different

colored tickets are given for each zone. Inspectors board the coaches during the trip and inspect the tickets. We are sorry to report that the cumshaw situation has not materially improved and is so generally practiced by Chinese employes from houseboys to clerks that foreign employers silently bow to it. The story is told of a newly-wed American whose wife had freshly arrived from the States and who was determined to put a stop to this nefarious practice. She therefore kept all supplies under lock and key and doled them out to the Number One boy as needed. At the end of the month the boy brought her several bags of rice, sugar, coffee, and so forth and explained disdainfully: "You see, Missie, you no can stop me!" And they evidently can't.

When the first street cars were imported to Shanghai the roads were so bad that coolies had to carry them to the tracks. These vehicles were not regarded with unmitigated joy by the inhabitants. One thing the foreigners could not teach the Chinese was correct traffic behavior. To the Chinese the middle of the street was just the ideal place to meander about or to go pirouetting upon his bicycle. A Chinese upon a bicycle is a law unto himself and the result was that in the first years people were killed at an unprecedented rate. Today the situation is much improved but the Shanghai street traffic still presents a picture that would bring tears of desperation to the eyes of any Los Angeles traffic cop. Automobiles pass on both sides of streetcars, even passing them while discharging passengers. Trolley buses wind their way through chattering crowds and army lorries shake the pavements with their heavy loads. Here a gang of coolies blocks traffic carrying an enormous pane of plate-glass, chanting their traditional "Hai-yom hai-yo", while heavily laden men-drawn carts groan and creak their way through the melee. Chinese love to carry on all activities with the utmost amount of noise and bustle.

In the midst of this career Chinese taxies. (In Shanghai you rent a taxi by time—\$1.00 for twenty minutes, but this is the Shanghai dollar which fluctuates in value and is at present worth about 16 cents.) Added to all this are the innumerable rickshaws which dart in and out of traffic with utter disregard to life and limb. A survey undertaken in 1934 estimates the number of rickshaws at 23,000 and since three pullers are taking turns on these vehicles the number of people earning a living by pulling rickshaws is between 70 and 80,000. Most rickshaws are owned by rich Chinese who rent them out to the pullers. These men have to earn the rent first before they can earn something for their own meager livelihood. If they do not earn the rental they owe it to the owner and some of them are \$15 to \$20 in debt—an enormous sum which they can never hope to repay considering that their earnings only run to 60-70c a day. The work is so strenuous that they can work only two days in succession and have to rest on the third. Unsanitary living conditions, insufficient food, and exposure to the inclemency of the weather (temperature differences reach 100 degrees) make short shift of them and they soon fall victim to tuberculosis and die at an early age. But life is cheap in China . . .

And so traffic in this extraordinary city flows along its arteries, along the elegant Bund, through Nanking Road, the main street of Shanghai, through Bubbling Well Road out to

Yangtze Poo at the east or down March de l'Est to North Szechwan Road in the extreme north. Recent developments will bring great changes to the International Settlement, but the stream of Chinese life flows on serenely like the muddy waters of the Yangtse, the mother of Shanghai.

Information in this article was gained through articles and notes in Fortune, China Weekly Review, Far Eastern Review, Electric Railway Journal, Forschungen und Fortschritte and a personal interview with Captain R. Berhom, recently of Shanghai.

### "PHANTOM TRIO" REPEATS

By popular request, "The Phantom Trio," a three-act comedy, which was heartily received at Division Four's Safety Rally last December, will again be presented under the auspices of the 563 Club at Moneta Masonic Temple, Saturday evening, March 18, at 8:00 p.m.

Early in April the same cast will present the play at Gardena High School where dramatic art students have acclaimed it the finest presentation of the current season. Incidentally, five of the "Phantom Trio" stars will appear in "Twin Liars," Division Four's new show at Westgate Masonic Temple on March 4.

*A busy corner in Shanghai—note rickshaws in center of photo.*



# NEW BOOKS IN THE LIBRARY

## Transit Association Proceedings Reviewed

By H. A. PERRYMAN  
*Director of Research*

TRANSPORTATION has been frequently referred to as the business of taking people from here to there, and though the problem of transportation has remained essentially the same throughout the ages, the solution of the problem in large cities has become increasingly more complicated year by year. In fact it is doubtful whether there is an industry today that requires of its entire personnel more patience, skill, experience, determination and good nature.

Naturally in these days of penny panaceas for all the ills of the world, the transportation industry has its share of "experts" who would have us believe that the difficulties connected with carrying a million passengers daily from a million points of origin to a million destinations, can be solved overnight by the waving of a wand, the passing of an ordinance, the installation of their pet type of vehicle or speedway, or by the still more simple process of doing away with mass transportation altogether, leaving the million passengers to work out their own salvation. But it is only the experienced who "know all the answers," and those of us who are daily engaged in the actual problems of transportation are glad indeed of every opportunity for comparing notes with others who have to meet similar conditions, or of learning how from the experience of those who have gone over the ground before us.

Of the many new books added to the Library for the advancement of our knowledge, one of the most interesting is the Proceedings of the American Transit Association and Affiliated Organizations for the year 1938. This volume is a complete report of the Fifty-Seventh Annual Convention of the Association and

records the findings of the various committees appointed to investigate all phases of operation.

The Convention is attended each year by members of Mass Transportation Companies, so that the proceedings of the Association are essentially the comparing of notes of those most experienced in the industry. The book is so full of important discussions, findings of fact and reports of studies, that it is difficult to single out special sections from the numerous and varied fields included. Of great interest, however, is the fact so frequently borne out in the discussions, that methods which are highly successful in some communities definitely fail in other communities.

President Charles W. Chase, in his opening address, gives an eloquent description of the obstacles that have been met and overcome by the industry in the more recent past, and also the prospect of the future. Following the address of the President are the reports and discussions of the various committees and affiliated associations. To quote a few: in the Engineering Division, the experience meeting on the P.C.C. cars, and air conditioning of transit equipment; in the Bus Division—"Is bus design headed right?"; and the exhaustive report of the committee on bus operations; in the Accountants' Division, the report of the committee on Standard Classification of Accounts; in the Operating Division, Expediting Schedule Production.

But the mere listing of titles can give but a poor idea of the value of the book. Whatever your field of interest, you will find much that is worthy of study, for this is in no way a book of Fireside Philosophy, but it is the earnest report of the "men who have been there."

### LATEST BOOKS RECEIVED

February  
AMERICAN TRANSIT ASSOCIATION. Proceedings. 1938.  
DIRECTORIES  
MASS TRANSPORTATION DIRECTORY. 1938-1939. Directory of public carriers operat-

ing city and inter-city mass transportation, operating officials, number of vehicles, etc.  
CIVIL ENGINEERING  
AMERICAN SOCIETY OF CIVIL ENGINEERS. Proceedings. 1938.

BUDGETS  
LOS ANGELES COUNTY. 1939.

SOCIAL SECURITY  
WHAT WILL SOCIAL SECURITY MEAN TO YOU. 1938. Contains explanation of taxes involved; social security and your insurance; how will the act affect your investments; unemployment compensation; how to improve the act.

SAFETY  
SAFETY RULES FOR THE OPERATION OF ELECTRIC EQUIPMENT AND LINES. 1938. 5th edition of National Electrical Safety Code.

CONCRETE  
CONCRETE MANUAL. 1938. Handbook on the properties and requirements for concrete and concrete construction and its control.

ELECTRICAL  
TEST MANUAL. General Electric Company. 1938.

PHOTOGRAPHY  
CAMERA LENSES. Lockett. 1938. Explains all underlying principles of the camera lens, how to adjust it, how to use it to best advantage, and how to keep it in good condition. For amateurs and professionals.

NAVIGATION  
LEARNING TO NAVIGATE. Eberle & Weems. 1939. Instruction for beginners in how to navigate a ship on and off soundings.

Complete file of A.T.A. Service Letters and Bus Division Letters for 1938 with yearly index.

MAGAZINE ARTICLES  
MASS TRANSPORTATION. "Hitherto unpublished facts" concerning mass transportation in some of the largest cities in the United States.  
ADEQUATE WIRING. Electrical World. February 11, 1939.

STATISTICS  
ANNUAL STATISTICAL NUMBERS OF Transit Journal, Bus Transportation, Electrical World, and Engineering News Record.  
OPERATING STATISTICS. A. T. A. Service Letter, February 1, 1939. Page 39.

TRANSPORTATION  
Aviation, Bus Transportation, Canadian Transportation, Journal of Pac. Ry. Club, Mass Transportation, Motor Transportation, Railway Age, Traffic Engineering, Traffic Items, Transit Journal & News.

FINANCE, ECONOMICS AND BUSINESS  
American Business, Annalist, Business Journalist, Business Week, California, Commercial & Financial Chronicle, Domestic Commerce, Forbes, Graphic Trends (Dan Miner Co.), Political Science Quarterly, Public Opinion Quarterly, Public Utilities Fortnightly, Southern California Business, Survey of Current Business, Survey Graphic, Tax Digest, Nation's Business, American City.

AUTOMOTIVE  
(See also TRANSPORTATION)  
Automotive Industries, Society of Automotive Engineers

MECHANICAL  
American Machinist, Compressed Air Magazine, Iron Age, Mechanical Engineering, Popular Mechanics, Western Machinery & Steel World.

ELECTRICAL  
Electrical World, General Electric Review.

ENGINEERING  
Civil Engineering, Engineering News Record.

SCIENCE & TECHNOLOGY  
Journal of Research, Technical News Bulletin, Chemical Industries.

LABOR & MANAGEMENT  
Factory Management & Maintenance, Labor Information Bulletin, Labor Standards, Mill & Factory, Monthly Labor Review, Personnel Journal, Social Security Bulletin, Survey of Labor Law Adminis.

SAFETY  
California Highway Patrolmen, Traffic Safety, National Safety News, Public Safety.

MISCELLANEOUS  
Gas, Huntington Library Quarterly, Journal of Accountancy, Los Angeles City Employee, Southwestern Purchasing Agent, The Bridge (credit union magazine), Pacific Bindery Talk, Popular Photography, Printer's Ink, Purchasing, Radio World, Special Libraries.

RECREATIONAL MAGAZINES  
American Home, The Coast, Colliers, Cosmopolitan, Field & Stream, Good Housekeeping, Life, Photoplay, Pacific Sat. Night, Reader's Digest, Saturday Evening Post, Time, Westways.

# SUGGESTION AWARDS MADE FOR YEAR OF 1938

WITH the most difficult task of judging suggestions for the year 1938 completed, the Suggestion Committee reports its decision and awards for the past year. Final awards for the three best suggestions submitted during 1938 are presented to:

First prize—\$15.00, to Mr. N. W. Lane, Garage, for "Reducing dual points on contact distributors on coaches."

Second prize—\$10.00, to Mr. M. J. Wallace, Division No. 5 for "Requiring all conductors and operators to place three punch marks on rejected transfers and tickets before returning them to the passengers, enabling other conductors and operators to know that it is a bad order transfer or ticket."

Third prize—\$5.00, to Mr. H. T. Burley, Coach Division, for "Supplying starters on Florence-Soto coach lines with tokens for resale to operators."

The number of suggestions received during 1938 amounted to four hundred and forty-four, fifty-one of which were accepted, and an award of \$1.00 and a certificate of merit made to each employe who submitted an accepted suggestion. Those suggestions that contained considerable merit, but which could not be accepted, were given honorable mention and were awarded a certificate of merit.

The following employes submitted suggestions which were accepted and upon which awards were made:

Atkin, W. H.—16th St. Coach Div.  
Barone, W. B.—Div. 3.  
Buffington, R. A.—16th St. Coach Div.  
Bunch, R. E.—Div. 5.  
Burley, H. T.—16th St. Coach Div.  
Burley, H. T.—16th St. Coach Div.  
Cone, R. A.—Div. 5.  
Connolly F.—Div. 4.

Darneille, B. J.—Div. 1.  
Dean, C. W.—16th St. Coach Div.  
Dotts, C. C.—Div. 4.  
Early, S. F.—Div. 4.  
Evans, H.—16th St. Coach Div.  
Fronk, C. F.—Virgil Div.  
Gable, L. J.—Div. 4.  
Harris, G. B.—Div. 3.  
Hickman, H.—Div. 4.  
Jackson, R. H.—16th St. Coach Div.  
Knoche, E. E.—Div. 5  
Koener, B. W.—Div. 5.  
LaCreauex, G.—Div. 4.  
LaCreauex, G.—Div. 4.  
Lane, N. W.—Garage.  
Lane, N. W.—Garage.  
Lane, N. W.—Garage.  
Lawson, C. H.—16th St. Coach Div.  
Lenoue, R. S.—Div. 4.  
Mann, R. T.—Virgil Div.  
McColloch, J. F.—Garage.  
McLafferty, E. S.—Div. 5.  
Milburn, F. C.—Div. 5.  
Mueller, H. W.—Virgil Div.  
Murray, J. W.—Engineering Dept.  
O'Neill, H.—Div. 4.  
Owsian, T. J.—Div. 5.  
Palfreyman, F. A.—16th St. Coach Div.  
Parmentier, G. W.—Div. 3.  
Ralphs, F. T.—Garage.  
Ralphs, F. T.—Garage.  
Robinson, N.—Div. 1.  
Richter, T. F.—Motor Coach Co.  
Savage, J.—Garage.  
Scarisbrick, N.—Div. 4.  
Schweigert, R. O.—Div. 1.  
Smith, V. W.—Div. 5.  
Steele, R. A. H.—Div. 3.  
Sumners, J. E.—Garage.  
Wallace, M. J.—Div. 5.  
Weller, T. M.—South Park Shops.  
Wike, O. L.—Div. 4.  
Ziegler, R. R.—Div. 1.

The awards made to these individuals, whose suggestions were accepted, do not represent the value of

the suggestions to the company. Every employe in his line of duty should be sufficiently interested in his work to put forth a little extra effort to better that work. The awards, therefore, are made in recognition of the employes, having done that extra something that makes a good employe a better one.

In all cases the suggestions were received unopened by the Suggestion Committee. All the names were then removed from the suggestions and sent to the head of the department to which the suggestion applied. The head of the department investigated the suggestion from all angles, in some cases placed the suggestion in effect for a trial period, and then reported his findings and recommendations to the Suggestion Committee. The Suggestion Committee either accepted the department heads' recommendations, or in some cases made further investigation of those suggestions rejected by the department heads to see if the rearrangement of the circumstances involved, would enable the suggestion to be applied and accepted.

The large number of suggestions submitted involved a great deal of work for the department heads. The Suggestion Committee wishes to thank them for the very careful consideration given all suggestions.

Although a number of good SAFETY suggestions were accepted, there were none, in the opinion of the Suggestion Committee, that warranted an additional award. To encourage more SAFETY suggestions for the year 1939, there will be in addition to the awards for the three best suggestions, a final award for the best SAFETY suggestion submitted.

The Suggestion Committee thanks each and every employe for submitting his suggestion during 1938, and urges you to continue to offer those suggestions which will benefit our patrons, or improve the operating methods of the company.

## NEWS FROM LARY SICK FOLKS

By R. A. PIERSON

*Superintendent of Personnel*

During the month of January there were 42 employes confined to the hospital, which represents 295 hospital days. The cost of the hospital service was \$1,765.00.

Regret to report the deaths of three employes during the month of January, but there were no deaths among the wives of the employes. All of the employes who died were covered under our Group Life Insurance Policy.

During the month of January there were 236 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## OBITUARY

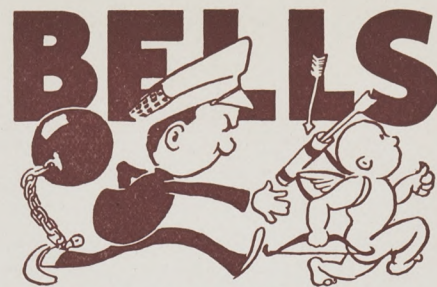
Richard Eli Palmer, on the Pension Roll, died February 6, 1939. He was born in Pleatonica, Illinois, September 24, 1856, and entered the service of this Company as Motorman January 11, 1889, appointed Watchman May 17, 1921, appointed Flagman May 16, 1922, and placed on the Pension Roll April 1, 1930. Mr. Palmer is survived by his widow and daughter.

Stanley A Brown, operator, Virgil Division, died February 15, 1939. Entered the service of this company July 7, 1935. Mr. Brown is survived by his widow and a daughter.

The wife of Guy Newton Chapin, Motorman Division 1, died February 13, 1939.

## APPRECIATION

Acknowledgments have been received by the company in appreciation of the kind thoughts and expressions of sincere sympathy extended to them during recent bereavements from Mrs. W. W. Morgan and family, Mrs. Palmer and Mrs. Taylor (daughter), and Mrs. Stanley Brown.



**BEST WISHES TO:**

Mechanic H. C. Perks (16th Street Garage) married on January 27 to Mrs. Sabra Reser.

Operator Albert Coplan (16th Street Coach) married on January 27 to Miss Ella Razin.

Operator William H. Powell (Division 4) married January 1 to Mary Jane McBride.

## CONGRATULATIONS TO:

Judith Carol, born to Conductor (Division 5) and Mrs. E. E. Knoche on January 15th, and incidentally, on Mrs. Knoche's birthday.

David Benjamin, born to conductor (Division 5) and Mrs. B. F. Kyser on February 1st.

Michael Lewis, born to Car Repairer (South Park Shops) and Mrs. W. L. Whitaker on January 7th.

Lawrence Nelson born to Operator (Division 3) and Mrs. O. J. Allen on January 27th.

Stella Margaret, born to Operator (Division 3) and Mrs. J. B. Hilton on February 10th.

Thomas Howard, born to Operator (Division 1) and Mrs. C. H. Duncan on January 21st.

Carol Ann, born to Operator (Division 1) and Mrs. W. E. Schoeder on January 26th.

Richard William, born to Welder (Way and Structures) and Mrs. L. Martinez on February 7th.

Rodney Rudolph and Ronald Ralph, twin boys, born to Operator (Motor Coach Division) and Mrs. Herbert R. Steyer on January 25th.

Joan Lorraine, born to Serviceman (16th Street Garage) and Mrs. Paul P. Marshall on February 12th.

Joan Maurine, born to Operator (16th Street Coach) and Mrs. P. Welty on February 13th.

Priscilla Geraldine, born to Conductor (Division 3) and Mrs. C. R. Cooper on January 31st.

Deanna Elaine, born to Mechanic (Virgil Mechanical Department) and Mrs. Howard Wallace on February 15th.

## STREET NAME CHANGES IN THE CITY OF HAWTHORNE NOW IN EFFECT

Old Name	New Name
Sunset Ave. . . . .	115th St.
Miramar St. . . . .	116th St.
Bettinger Ave. . . . .	117th St.
Wallace St. . . . .	118th St.
Kenwood Ave. . . . .	119th St.
Raymond Ave. . . . .	120th St.
Euclid Ave. . . . .	122nd St.
Broadway . . . . .	Broadway
Burkett Ave. . . . .	126th St.

All streets south of El Segundo Boulevard to Rosecrans Avenue are numbered 129th St. to 142nd St.

Note: Hawthorne Avenue is the dividing line between east and west.

## TRADING POST

WANTED — High powered rifle and camping equipment.—B. Hartsell, 16th Street Coach Division.

GUARANTEED FILM DEVELOPING—Practically grainless; forty cents a roll, 36 exposure, 35 MM film only.—A. L. Auslender, Division 4, Operating.

Dressmaking of any kind done by Mrs. L. E. Jarmain, 7318 Walnut Drive. Call LA-8667.



# CREDIT UNIONS SHOW PROGRESS

## M. and E. Union Gains Increase in Membership

The LARY M. & E. Federal Credit Union held its annual meeting on January 20, 1939, at which time the following officers were elected:

President, J. E. Steenrod, South Park Shops; vice president, S. T. Brown, South Park Shops; treasurer, D. J. Sullivan, 16th Street Garage; clerk, F. O. Rowbottom, 16th Street Garage; director, C. De Baun, South Park Shops; director, B. A. Fairbanks, 16th Street Garage; director, Gerald Coxe, 16th St. Power Dept.

### **Supervisory Committee**

B. Timbs, South Park Shops; J. Bakesef, South Park Shops; J. Clayton Clark, 16th Street Garage.

### **Credit Committee**

R. Haslam, South Park Shops; R. S. Wallace, South Park Shops; J. H. McCornack, 16th Street Garage; Arleigh Frazier, South Park Shops; Frank Maloney, 16th St. Line Department.

### **Educational Committee**

J. Clayton Clark, 16th St. Garage; S. T. Brown, South Park Shops; B. Timbs, South Park Shops.

This credit union has operated for approximately nine months and starting from the zero mark has made the following progress, as of December 31, 1938:

Total Share Balance.....	\$8719.00
Total Loans Made.....	11,745.00
Total Members .....	384

The largest loaned amount was \$384.00 and the smallest amount was \$6.00 and each one of these loans had exactly the same amount of consideration at the hands of our Credit Committee.

Approximately 75% of our loans were for the relief of sickness or accident, 20% were for the consolidation of old indebtedness, and 5%

were for cash purchases made to save fees incidental to installment transactions.

We have begun to finance automobile loans and expect to save our members a great deal of money that formerly was paid out for brokerage and other fees additional to the regular interest rate. Inasmuch as our Credit Union charges a very nominal interest rate only, these extra fees, which sometimes are more than the interest charge itself, will be saved to our members. The same applies to loans made for the purchase of such household accessories as refrigerators, washing and ironing equipment, radios, etc., as well as household furniture.

You will note that we have an Educational Committee whose duty is to bring to the attention of members and prospective members facts regarding the operation of our Credit Union and to show them how they can receive the maximum benefit from their membership. This Committee will use our bulletin boards and personal mailing contacts during the year 1939 in an effort to bring to our members and non-members ideas that will promote THRIFT.

Our treasurer is the only official of our Credit Union who receives any remuneration for his services. He receives a very small monthly salary for the many hours of work he must give us in his position as managing director.

Although our Credit Committee is constantly on the job during their off-duty hours to help our members in making their loans, they receive no compensation other than the satisfaction of knowing that they have helped many a fellow-employee out of a difficult financial situation. They

will be glad to have any member take up with them any financial matter that is proving troublesome, and you may rest assured that any information you give them will be held in the strictest confidence.

All contacts with any of our official family should be made outside of our regular LARY working hours. Although we are deeply grateful to many of the official and supervisory force of the Los Angeles Railway Corporation for the many acts of kindness shown us, it should be understood that our Credit Union is purely an organization of employees of the LARY and as such is in no way connected with the Los Angeles Railway Corporation and therefore asks its members and others to contact it only outside of working hours.

The Federal Auditor recently made an audit of the books of this Credit Union, following the regular quarterly audit of our Supervisory Committee and both audits found the books of our Treasurer to be in strict conformity with credit union practice as set forth by the Credit Union Section of the Farm Credit Administration at Washington, D. C.

The Credit Union movement in the United States is backed by over sixty-five million dollars of assets. In our recent depression when banks all over the country were closing their doors because of insolvency, the Credit Unions of our country came through with flying colors. No Credit Union was forced to suspend operations!

If you are not already a member of this thrift organization, and you work for the Los Angeles Railway in our South Park Shops, Sixteenth Street Garage, or Sixteenth Street Power or Line Departments, you are eligible for membership. We solicit your application.

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## LARY FOUR CREDIT UNION

At its annual meeting, held January 25 at Division Four, the Lary Four Federal Credit Union elected

the following officers for the ensuing year:

Directors (for two year term): W. Z. Cleveland, J. Inman and C. J. Knittle. (For one year term):

J. P. Lipscomb, Joe Campbell, E. G. Humburger and B. Tallant.

Credit Committee (two year term): E. E. Johnson, H. L. Barden and T. O. Latham.

Supervisory Committee (one year term): E. E. Wilke, S. T. Cooper and R. T. Melton.

Treasurer J. P. Lipscomb gave an interesting, detailed account of the Union's statistics of the four months since it was organized and its promising outlook for 1939. At the present, shares on deposit total \$2459 with \$2192 out on loans.

A statement was read from the Board of Directors from each of the committees. Acting President W. Z. Cleveland presided.

Immediately following the annual meeting, the Directors convened and elected the following officers for 1939: President, W. Z. Cleveland; Vice President, J. J. Inman; Treasurer, J. P. Lipscomb; Clerk, Joe Campbell.

## LARY NUMBER 1 CREDIT UNION

The Los Angeles Railway Employes No. 1 Federal Credit Union, consisting of employes of the main office and the supervisors, held its annual meeting Wednesday, January 25, 1939. The meeting was well attended with representatives from every department.

Reports from the Board of Directors, the Treasurer, Credit and Supervisory Committees were read and received with much enthusiasm. These reports covered the past year's activities of the Credit Union. Looking over some of the highlights we find that a total of one hundred and twenty-two loans were made, totaling \$7,605.00, with an average loan of \$62.34. \$3,739.50 was paid in on shares during the year.

Looking over the varied items that

the borrowed money was used for it can be seen clearly that the Credit Union aided and assisted a great many of its members during 1938. These loans can be classified as follows: purchase of furniture, automobile repairs, vacations, taxes, Christmas expenses, repairs to homes, and for many other purposes.

Incorporated in the reports, and voted by the members present, was the dividend earning for the year. After due consideration and reviewing past operations and expenses, and also looking into the prospects of 1939, the members voted a five per cent dividend to shareholders.

A new set of by-laws was adopted by the members. These are the standard by-laws set up by the Federal Government, the changes in most cases being to clarify the wording.

The last order of business was the election of officers. The following were elected:

Board of Directors: Guy Campbell, Erle Ellwanger, Helen Hughes, A. L. Juul, Margaret Phelps, Stanley Underwood, Walter Whiteside.

Credit Committee: S. C. Haygood, Bill Morgan and John Stirling.

Supervisory Committee: C. P. Carter, A. H. Charlton and Henry King.

Following the adjournment of the regular meeting the newly elected Board of Directors met and elected A. L. Juul, president; Walter E. Whiteside, vice president; Stanley Underwood, treasurer; and Helen Hughes, clerk.

Your officers solicit your support and patronage during 1939. If you are not a member of this organization you are the loser. Why not join today?

*Teacher: Danny, if strawberries were 25 cents a basket, how much would your mother pay for three baskets?*

*Danny: Sixty cents.*

*Teacher: I am afraid you do not know your arithmetic very well.*

*Danny: No, teacher; you don't know Mother. She's a whiz when it comes to beating those husksters down.*

## HOLE-HI

By JOHNNIE DUNSON

Fore!! (or even five). That, my boys, seemed to be the by-word at Potrero two weeks ago when we matched our golfing prowess against other picked teams comprising the Southern California Golf Association.

And did the boys with terrific hooks and slices have a field day? With the wind whipping up a rumpus at a 40-mile clip, it was the one time they could drive off the first tee and land on the 18th green without having to make excuses.

No spectacular scores were turned in by our group. An 88 by E. G. Wilson and an 89 by Yours Truly comprised low gross, a 60 and a 65 by Gains & Leffingwell, represented low net.

But with all due respect and much to our happiness, our group ended up in a third place tie with Bell Telephone for total team points. Considering the fact that sixteen teams are in this playoff, we are in a good spot to cop the award in this event. So keep up the good work fellows.

—:—

In our third qualifying round played at Baldwin Hills, we encountered our most beautiful weather and our poorest golf. Our group dug so many divots in the fairways that it looked like a WPA storm drain project (Yours truly being the worst offender).

At the 13th tee, Beal had so much turf on his clubs he thought they were mallets and so picked up to go join a croquet club.

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The most interesting sidelight was the feud between Kenway and Glad MacDonald which has now come to the burning point. Glad was not only content with winning a new ball (a 75c one) but also nicked Eric for the tax.

## LARY SOCCER CLUB FORMED

The Los Angeles Railway Soccer Club was formed to promote good will, develop sportsmanship and friendly contacts with employes and other Clubs in this popular field of sport.

Our initial meeting was called on October 1, 1938, by E. E. Kenway. About twenty persons representing our various departments and divisions were present at this first organization meeting. Mr. Kenway outlined the purpose of the Club and explained the set-up with the Los Angeles Playground Recreation Association which is headed by Mr. Dudley C. Chumway, director of Sports of the City Playground Commission. Mr. Kenway also stated that the company would sponsor the Club in a serious manner and that they desired that the employes who were interested should take hold and develop a worthwhile Club to represent the railway.

At this meeting the following officers were elected to start the ball rolling: President, B. E. Timbs of South Park Shops; Secretary, J. H. Bailey of South Park Shops; Club Manager and Coach, T. C. Calderwood, of Division 1, Mechanical; and Assistant Coach, W. B. Wilson of South Park Shops. The Club then was duly registered with the Municipal Soccer Association.



*Soccer team takes a breather during practice.*

As the employes responded to this opportunity to create a Club we developed a real working organization with a constitution and rules. Thus it became necessary to enlarge our official body, W. B. Wilson becoming our vice president; J. H. Bailey taking the treasurership in addition to being secretary. Frank M. Buhrman, of South Park Shops was elected trainer and first aid man with an honorary membership. Ted Ormston, of South Park Shops, became our utility man and assistant to the coach.

The Los Angeles Municipal Soccer Association is composed of two leagues, the Inter-Urban league with six individual teams, and the Metropolitan league, representing nine teams. The winning team of each league will play for the championship of the Association. Our Club qualified and became a member of the Inter-Urban League. Our league season is split into three periods. Our progress as a team was naturally

slow during the first period, but we were improving fast. We did not register a win during the first period but came back to remain at the top during the whole of the second period, as the following standing shows:

	W.	L.	T.	Pts.
Los Angeles Railway	5	0	0	10
Reseda Britons	3	1	1	7
San Pedro United	1	3	1	3
Signal Oil	1	2	1	3
Russian-American				
Youth Ass'n.	1	2	1	3
Aguila Tile	1	4	0	2

We are now entering the third and final period. We expect to come out at the top again, if determination of the Club prevails. We are primarily formed to include employes of the Los Angeles Railway, but not of any specific department or division, and to this end we are very anxious to contact any employes of any department who can play or is interested in the success of our Club.

### CAMERAMEN, NOTE!

*What happened to all the candid camera fans who were going to compete in Two Bell's Contest? Get your entries in before April 15. Any subject of general interest will be acceptable. \$5.00 for the winner!*



# BASKETBALL

By C. J. KNITTLE

If you enjoy basketball and would take time out to see two top-notch teams battle for a championship, we advise you to see the game between Division Five and Vernon Yard on March 9. Here you will witness an exhibition of the finest skill and team-work.

These teams are tied for top place in the standings, each having won ten games and lost one. It will be their last contest together. Five days later the current season will close. It would be a real tribute if the friends of the Division Five and Vernon Yard players would all be on hand to cheer them through this strenuous test, this game of games, the reward for the winner being the Championship Trophy.

A few weeks ago three teams were tied for the lead, Division Five, Vernon and 16th Street Garage. On February 9, Vernon played 16th Street. It was a great game for the spectators but a heart-breaker for the Garage lads who held a three-point lead in the third quarter but lost by only two points in the fourth. Bob Jeffries of 16th Street managed to outplay Vernon's powerful defensive, making ten points but wiley, little Miranda outwitted the ambitious 16th Street guards to make ten points for Vernon. The final score favoring Vernon was 26-24.

L. A. M. C. enjoyed winning three games recently and had one game forfeited to them by Division One on February 2.

Division Three and South Park Shops teams apparently met with ill-fortune and lost all games played in the last four weeks. Division Three was given a technical 2-0 score for a game forfeited to them by Division One on February 7.

Division Four continues to languish one step above the cellar and Division One, we are sorry to report, has dropped out.

The recent scores and standings follow:

<b>January 24:</b>	
South Park Shops .....	12
Division 5 .....	29
Division 1 .....	6
16th St. Garage .....	31
<b>January 26:</b>	
Division 4 .....	21
L. A. M. C. ....	29
Vernon Yard .....	29
Division 3 .....	18
<b>January 31:</b>	
Division 4 .....	15
16th St. Garage .....	16
Division 5 .....	39
Division 3 .....	15
<b>February 2:</b>	
South Park Shops .....	8
Vernon Yard .....	29
Division 1 .....	Forfeited
second game to L. A. M. C.	
<b>February 7:</b>	
Division 1 forfeited	
first game to Div. 3.	
Division 5 .....	33
Division 4 .....	15
<b>February 9:</b>	
Vernon Yard .....	26
16th St. Garage .....	24

L. A. M. C. ....	19
South Park Shops .....	17
<b>February 14:</b>	
South Park Shops .....	13
16th St. Garage .....	23
Division 1 forfeited	
second game to Div. 5.	
<b>February 16:</b>	
Division 4 .....	19
Vernon Yard .....	42
L. A. M. C. ....	36
Division 3 .....	25

LEAGUE STANDINGS			
	W.	L.	Pct.
Division Five .....	10	1	.991
Vernon Yard .....	10	1	.991
16th Street Garage .....	9	2	.818
L. A. M. C. ....	8	3	.727
Division Three .....	3	8	.272
South Park Shops .....	3	8	.272
Division Four .....	1	10	.091
Division One .....	0	11	.000



**SOUTH PARK SHOPS TEAM**

Back row, left to right: N. C. Farmer, L. Stanley, E. Ahlin, R. Ross.  
 Front row, left to right: W. Small, N. Franklin, W. Whitaker, Manager.



**DIVISION THREE TEAM**

*Standing, left to right: C. M. Delahunty, W. H. Pearce, C. A. Woods, Pet Coady.  
Kneeling, left to right: G. Brownman, R. E. Penny.*



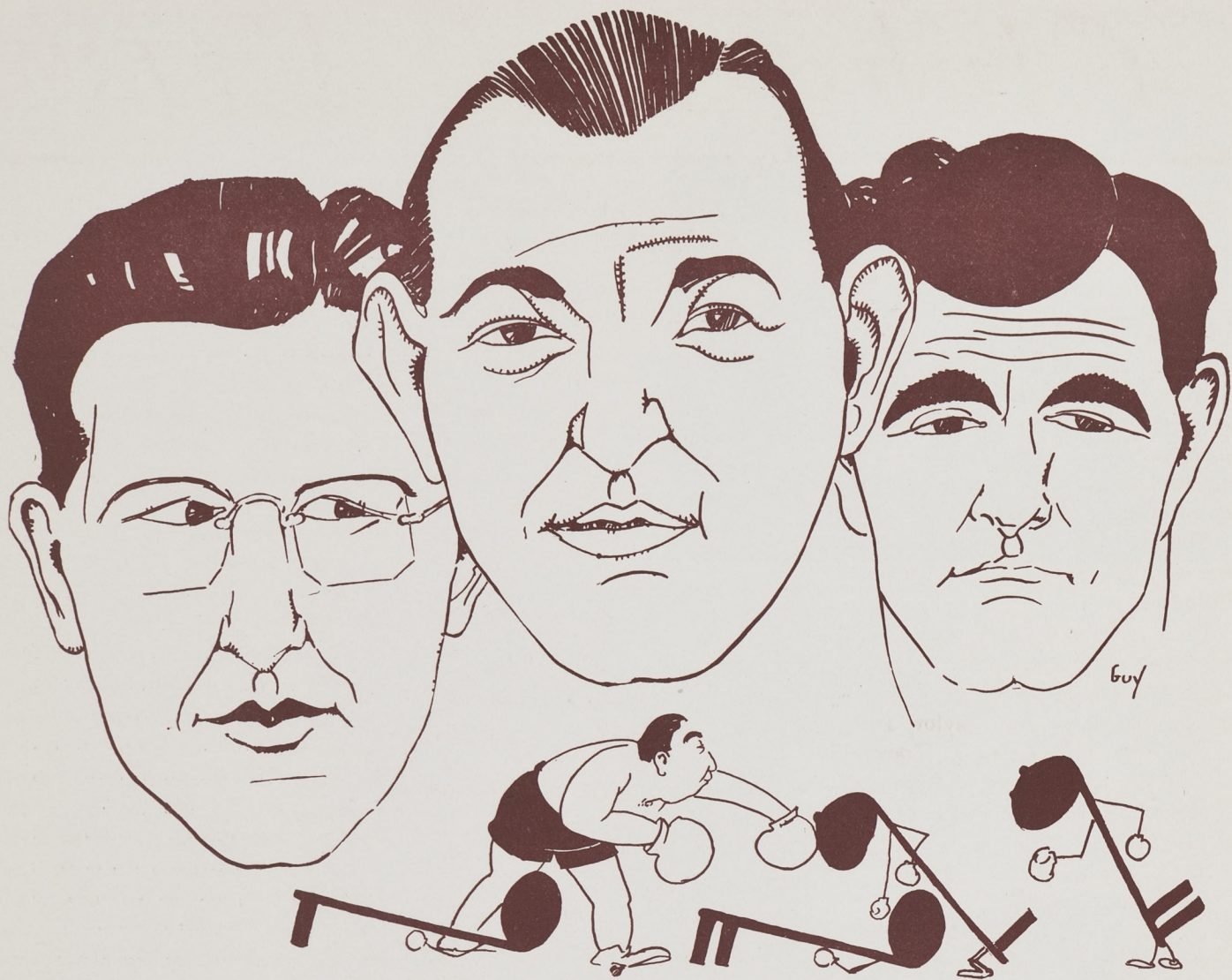
**DIVISION FOUR TEAM**

*Standing, left to right: H. Andrews, Coach; T. Phillips, W. D. Nickell, L. M. Hayes, G. W. Honts, C. W. Brown, Manager.  
Kneeling, left to right: W. Gracin, W. J. Curry, D. M. Spence, R. B. Malott.  
Missing members not in picture: R. J. Rowe, F. L. Wildish, O. A. Bybee.*

**SIXTEENTH STREET GARAGE TEAM**

*Standing, left to right: W. Adkins, D. Pitts, G. L. Riggs, Manager, L. Brayer, R. Kissick.  
Kneeling, left to right: G. Lockridge, B. Jeffries, G. Turner, L. R. Cook.*





## SONGWRITERS IN OUR MIDST

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### CRAFORD G. COURINGTON

*16th Street Coach Division*

. . . Footballer for Alabama University . . . World traveler for four years—with the marines . . . Publisher of George Langer's song, "San Francisco Fair." . . . Has placed song in Golden Gate Exposition . . . Locally sold by Freeman and Mathews, 736 South Flower . . .

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### JIMMIE KRESGE

*16th Street Coach Division*

. . . . Writer of "When I Awake from a Dream Without You" which promises to be a new hit . . . Song on sale at Southern California Music Store and Broadway Department Store . . . Previous to coming with the Railway in 1928, Jimmie boxed under the name of Eddie Brennan . . . His record: 136 professional fights, 91 won by K.O., 37 by decision, 2 by foul . . . Lost 6, 4 by K.O., 2 by decision . . . Met and defeated five world's champions and overweight matches . . . Called Uncrowned Featherweight Champion from 1923 to 1927 . . .

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### GEORGE LANGER

*Division Three*

. . . Wrote words and music for "San Francisco Fair" . . . His technique is—jot down the words, then find music to fit them . . . Other mechanics at Division Three know when George has an idea coming on by the tuneful sounds arising from beneath his car . . . Began life in Norden, Nebraska, migrated to Los Angeles, liked it, stayed . . .

# Clubs and Vets

## SQUARE AND COMPASS

By BILL LANE

The L.A.R.Y. Square and Compass Club held its monthly meeting and banquet on Saturday evening, February 11th, at the Rosslyn Hotel.

After the banquet the members were entertained by a very good string orchestra and a very charming lady singer which was thoroughly enjoyed by all members present.

The life of the party, Leo P. Bean, was at his best and created quite a little fun.

Quite a few old timers were there who have not been seen for a while; among them were Brothers Bill Mott, Bailey, Carothers, Bill Taylor, Dan Pecoy, Walter Roll, W. T. Travers and De Baun, and judging from appearances really enjoyed themselves, so no doubt we will see them regularly from now on.

We were also honored by a visit from W. T. (Bill) Shelford, who was the first secretary of the club. Brother Logan seemed to be the only coach division representative. We would like to see more of the boys from that division with us.

Our Scotch delegation, David McTaggart and A. M. Reid broke their racial tradition and gave lots of applause for the entertainment.

The Club Degree team and 42 members journeyed to South Park Lodge at 59th and South Broadway, and conferred the third degree on Brother C. J. Knittle of Division 4, on Tuesday evening, January 31.

Our president, C. P. Pederson and brother officers invite every Mason of the company to become members and enjoy the good times we have together and to take part in conferring degrees.

We are glad to hear Brother Lloyd Yeager is still improving and hope he will be able to be with us again soon.

## LOS ANGELES RAILWAY WOMEN'S CLUB

THE Los Angeles Railway Women's Club wishes to take this opportunity to extend their sincere thanks to the management of the Los Angeles Railway Company for their kindness and cooperation in remodeling and preparing such spacious and comfortable quarters as a permanent meeting place for our group. All of our requirements and specific needs have been most satisfactorily carried out, and we are delighted with the new headquarters.

May we also extend our sincere thanks to Miss Emma J. Quigley for the lovely fern which she contributed to our clubrooms, and to Mr. L. S. Storrs for the very beautiful flag and standard which was received at our last meeting. Both gifts add greatly to the appearance of the auditorium.

On February 2, Mrs. Elaine Anderson Dudley, Executive Secretary of the Women's Auxiliary to the Goodwill Industries, spoke to us on the subject of, "Seventy Years on Main Street." Mrs. Dudley's charming personality, together with the interesting manner in which she presented her talk, made the afternoon one which will long be remembered. Mrs. Meek, program chairman, displayed the gifts which were brought by the members for the kitchen shower. Many useful and attractive articles were received which will tend to make our kitchen equipment more complete. Following the meeting delicious refreshments were served by Mrs. J. F. Carlin and her committee. The first meeting in our new clubrooms was well attended, and we hope that the attendance will continue to grow in the future.

At the meeting on February 16, an address entitled "Looks at Books,"

was presented by Mrs. Faith Holmes Hyers from the Publicity Department of the Los Angeles Public Library. Mrs. Hyers reviewed some of the most popular and widely read books now on the market. Two vocal selections were rendered by Miss Emma Zubryski, who was accompanied at the piano by Mrs. J. M. Hawley. Refreshments were served by Mrs. Carl Skinnell who was assisted by Mrs. T. R. Bates, Mrs. E. W. Watson and Mrs. M. M. Overturf.

The regular monthly card party was held in the new clubrooms on February 9. A pleasant afternoon was enjoyed by the large crowd attending the affair. First prize in Bridge was won by Mrs. W. K. Bliss, first prize in Bunco by Mrs. Paul Brown, and first prize in Five Hundred by Mrs. George Robinett. Attractive tallies which carried out the spirit of Valentine's day were presented to each guest. Mrs. E. W. Watson, chairman of the Ways and Means Committee, was hostess for the afternoon.

A Bridge Luncheon, which will be held in the clubrooms, is scheduled for Thursday, March 9, at 12:30 p.m. The price of the luncheon will be 35c per person, and reservations should be made with Mrs. E. W. Watson, 5429 Third Avenue, telephone VE 6506, not later than March 7. Members wishing to bring a friend or prospective Club members are invited to do so.

The official opening of our new clubrooms will be held on Thursday, March 23, from 4:00 p.m. until 9:00 p.m. Invitations will be extended not only to regular members, but to all women eligible for membership in the Club. Husbands are invited to attend our Open House, as we know they are all interested in seeing our new headquarters.

The meeting day for the Sewing

Club has been changed to the first and third Thursdays of each month, that is, sewing will be conducted under the supervision of Mrs. H. H. Jackson, during the morning of the days of our regular Club meetings. Members interested in sewing are invited to assist this group with the splendid work they are doing.

The class in Better Buying, under the direction of Miss Orpha Miller, will be continued for another semester. The class meets every Thursday morning from 9:30 to 12:30 in the clubrooms at 962 West 12th Place. If it is not possible to attend the class for the full three hours, it is perfectly agreeable to Miss Miller to have members come in at any time during the period. Cooking classes are to be added which will make the course even more interesting. All members are invited to attend this class.

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## BRIDGE CLUB NEWS

By H. E. McCOLLUM

Another meeting has gone by and we know a little bit more. At our last meeting the instructor took up No Trump bidding, a very interesting and instructive subject as this bid is used very extensively. At the next session Mr. Johnson will take up doubles. This is also a very important subject, as many games are won and lost on doubles.

The wind storm that did so much damage to our fair city, evidently had its effect on our bridge players also, as the attendance was the smallest to date. But with the promise of good weather now we expect to see a lot of our familiar faces back with us next session.

Mr. Johnson has promised to have some special cards for us soon, which he says will be a great help in the instruction on trick and special plays.

The Industrial Bridge League is having its semi-annual playoff in April and we hope to have a team in shape by then to make the best of them watch their fitnesses.

## LARY POST 541 AMERICAN LEGION

By L. L. LEASMAN

February 2, R. H. Manning, L. L. Leasman and Ed Marceau; Mrs. Marie Manning and Mrs. Bettie Leasman assisted in chaperoning a dance for the graduation class given at the Berendo Junior High School. It was a lovely affair. The morning of February 3, the Post and Unit had made their semi-annual awards to the school. Junior Past Commander Leasman made the first awards to the honor boy and girl. Mrs. Maudie Zellars, Americanism chairman of the Unit, made the second awards to both boy and girl, and Mrs. Bettie Leasman, community service chairman, made the third awards.

February 7, Lt. Colonel Bennett of the Salvation Army was present at our meeting and showed us their fine colored motion picture, titled, "The Other Side of Town." After a short but interesting meeting the Post members all got in their cars and went down to pay a visit to the Commodore Perry Post No. 525, and did we receive a welcome. After the usual introductions, refreshments were served, and when I say eats I mean eats: turkey sandwiches and plenty of liquid refreshments.

February 12, Manning and Leasman attended the Commanders and Adjutants Breakfast of the 17th District. We are glad to report all comrades home from the hospital and doing well. The Leasmans were visitors at Sawtelle Sunday afternoon, taking flowers to Jack Raymond, 17th District Commander and passed out cigarettes to Wards 7 and 8. February is the month for visiting the Sawtelle hospital for the 17th District. February 21, the Post will have as speaker that evening that dynamic fellow, Pat Lyons of Aviators Post No. 305. He will speak on national defense. This is one program everyone should be interested in. March 7 is Arbor Day, and the Post will plant a tree sent here from Michigan on the school grounds at

Berendo Junior High. All who can attend the ceremonies are invited.

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## LARY POST 541 AUXILIARY

By MARIE MANNING  
Publicity Chairman

The Unit joined with the Post on Friday, February 3, and made their semester school awards at Berendo Junior High. This is just a part of the Legion and Auxiliary youth program.

Our Hospital Chairman, Mrs. Pauline Chilcoat is still doing her good work at Sawtelle and requests that you save your magazines and books so that they may be taken out there for the boys as they enjoy them very much. Also she wishes to thank the Post for their donation to her cigarette fund.

Mrs. Bettie Leasman has joined the Berendo P.-T.A. and has been chosen as welfare chairman.

The month of March brings to us the 21st birthday of the American Legion and plans are being made to have a big celebration with the Post at one of the meetings, so let's have a big turn out.

The last unit sewing club was held at the home of Elizabeth Hinson. Next one to be held at the home of Mrs. McDonald, 133 West 107th street.

Unit 541 was the first unit to receive National Citation for membership. Our membership is growing right along and any ladies that are eligible to join will be welcomed into the Unit.

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## LARY VETS CLUB

By E. J. ROCHE  
Publicity Chairman

"The Order of the Sword," under its 1938 Grand Master Andy Duncan, conducted our February meeting on the 14th.

After disposing of routine matters the following were named as officers for 1939:



Grand Master—H. F. Nelson.  
Capt. of Esquires—C. J. Jackson.  
Capt. of Guard—L. E. Barkley.  
Capt. of Cadets—W. H. Hollenbeck.

Adjutant—E. D. Blakeley.  
Capt. of Pages—R. C. Hoyle.  
Capt. of Escort—C. J. Clark.  
Inner Guard—G. H. Johnson.  
Outer Guard—J. L. Williams.  
Comrade Nelson was elected Grand Master by acclamation.

The next business in order was initiation of new members: G. Abel, D. V. Adams, T. L. Hutchings, F. A. Smith, M. Taylor and T. A. Wilson. Following the solemn part of the initiation the new members were given a chance to "ride the goat," and a hilarious time was enjoyed by all, especially Don Adams and "Drummer" Taylor.

After the initiation, all members of the Club and its Auxiliary adjourned to the dining room where delicious refreshments were served by the entertainment committee of the Ladies Auxiliary.

We are very sorry to announce the very serious illness of Comrade Past Commander George W. Coulter.

Comrades Nelson, Huntoon and Roche have recovered from illness and are back on duty.

Next club meeting, 8:15 p. m., Tuesday, March 14, in Patriotic Hall, 1816 South Figueroa street.

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## VETS CLUB AUXILIARY

By ELLA M. HOYLE, *Secretary*

The regular meeting of the ladies auxiliary was held at Patriotic Hall on Tuesday, Feb. 14th, with a grand attendance for the first meeting of the year.

Four new members were initiated, and welcomed into the Auxiliary.

Plans were discussed for the coming months, and many good suggestions were submitted.

After the meeting we were joined by the members of the Vets Club, in the dining hall for the usual refreshments. As the meeting was held on

St. Valentine's Day, the tables were very tastefully decorated with many Valentines and favors.

If you are eligible, join with us at our next meeting and bring along another member with you.

The meetings are held regularly on the second Tuesday of each month at Patriotic Hall at 8:30 p. m.

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## YMCA OFFERS SPECIAL RATES TO RAILWAYANS

The history of the Los Angeles Railway Membership Enrollment at the Downtown YMCA parallels the old adage, "Great oaks from little acorns grow." At least a review of the events leading up to the establishment of a group of more than 109 railway men reveals that it all started when basketball men from Division No. 4 set out to find a place to practice.

Charles W. Brown, "Spark Plug" for the basketball outfit, in arranging for practice facilities, discovered that should the L. A. Railway men establish a group of 10 or more members they could secure special rates. Not only that, but if they secured 50 or more, membership rates would be sliced right and left as far as the group was concerned.

Mr. Brown talked the idea over with several men, but nothing in particular happened until the Annual Membership Enrollment Effort at the "Y" started the latter part of January. In addition to the very low rates, men coming in during this time would receive an extra months membership for the annual fee.

Brown established a team among the Railway men and with the help of Alfred Kaplan, James M. Craft, B. G. Ruiz, W. R. Fleck, E. J. Knowles, Messrs. Helfrich and Whitaker, as well as many others, more than 100 men were enrolled in the Downtown "Y." Since that time, additional men have been coming in daily taking advantage of the special group rate which will continue to be in effect for Railway men.

One of the factors of membership

in the Downtown "Y" which make it attractive is the unlimited time element during which men may use the facilities. Starting at 8 o'clock in the morning and continuing through until 10 o'clock at night, Railway men find it possible to drop in at the "Y" between regular runs and get a work out, or shower and swim.

Since the campaign, dozens of L. A. Railway employes have started on an active program of health conditioning during their spare time. The basketball team from Division 4 practices regularly at the Association.

At a recent meeting of several of the fellows named above, plans were talked over with the "Y" program men relative to the establishment of special activities for the Railway group. Suggestions arising out of this conference centered around the promotion of a "Stag Night" for L. A. Railway men with a program of boxing, wrestling and gymnastics, entertainment, etc.; the promotion of tournaments later on in handball, badminton, basketball, or whatever the men desire, and the extending to individual Railway workers the very best possible health service.

The well equipped set-up at the local "Y," together with the desire of the Secretaries to extend every possible service to the L. A. Railway group, make it particularly attractive to our men. Future plans and developments for additional service, as well as announcement of the "Stag", will be released in the very near future.

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*Tom: "My wife talks to herself."*

*Tim: "So does mine, but she doesn't realize it—she thinks I'm listening."*

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*"Dear Teacher," wrote an indignant mother, "you must not whack Tommy. He is a delicate child; and isn't used to it. We never hit him at home except in self-defense."*

# Around the Divisions



## Division One

R. C. RUGGLES

News is very scarce this month, everything seems to be going along smoothly. Our time has been taken up with the General Choice and the transfer of the "B" Line to our Division, bringing a number of former Division One men back to us. Practically all men have finished breaking in on the "B" Line or their new runs.

Operator J. D. Ball, who has returned from Kansas City on a sixty day vacation, reports having a fine time. One of the interesting high lights of his trip was the trolley buses, a new feature in transportation.

C. R. McGuyre has left the service and purchased the lunch room across the street. We wish him luck and thanks for the free coffee.

Charles Engstrom, our switchman, thinks there should be an open season on women drivers. While out driving in his new Ford, a careless and carefree woman driver stripped his car of fenders and running board on one side.

M. L. Howell, operator on the "S" line, tells the following story: "A colored woman boarded his car and did not offer to pay her fare. When Operator Howell said, "Fare, please," she answered, "Wake up, man. This am Dollar Day. We ride free."

We express our sympathy to A. G. Parker who lost his father and also G. N. Chapin, on the death of his wife.

Our sick list has improved some. Among those returned to work are our genial Cash Receivers McArthur and Boring, and Conductor E. G. Conrad and Operator A. W. Ehlers.

Like the proverbial letter carrier

who goes for a walk on his vacation, so D. P. Rounsavell and O. W. Birch wandered around the Division on their vacation.

A. F. McIver, who took a 60 day leave of absence to visit in Chicago has returned and says that he is glad to be back in California. During his stay he experienced the recent blizzard, which paralyzed the Transportation System and he saw the hardships of being a street car man under such conditions.

The first annual meeting of the Division One Federal Credit Union was held January 25th to elect officers. G. W. Hargrove was elected president; I. H. Stewart, vice president; and H. B. Mann, treasurer. The Credit Union now has 210 members, with a share balance of \$2535.28, a loan balance of \$2429.10; cash in bank \$211.64 and earned \$19.10 last month. Also reported all accounts up to date.



## Division Three

L. VOLNER

In our bulletin case there was a notice posted by our Superintendent giving the comparisons of our division with the others in regard to the number of complaints received. During the past year Division Three had an increase of twelve percent over the previous year, while some other divisions showed as much as twenty-three percent decrease. Now we know that Division Three men are just as polite as any to be found, but the trouble seems to be in the manner in which their patrons are handled. We must take the attitude that the patron is always right and handle each case in a diplomatic manner, and above all things don't

argue. The public expects and is entitled to courteous treatment. We all know how the sales people in stores, the attendants at service stations, those in banks or offices treat their patrons and they must get as good or better treatment on the street cars. We come in contact with many strangers, and people of all nationalities, which necessitates a very polite attitude at all times.

When you can help someone out of their difficulty, especially directing them to their destination, the pleased look on their face will make you feel just as good as they. We have quite a great deal of rivalry among the divisions in our baseball, basketball and other sports, and should put forth more effort to give our division a higher standing on the complaint record. If some case should come up which cannot be settled in an amicable manner, get witnesses to show that you were in the right.

After fifteen years of service with the company, Mr. W. C. Love retired on January 28, 1939. Mr. Love had been on the sick list the past year and on his retirement received his amount from the Disability Fund of the Transportation Union of California. Mr. Love is loud in his praise of the treatment he received by the company, and advises each one to keep in good standing in the T.U.C. The best wishes of all is extended to Mr. Love.

Motorman F. J. Arnold, after sixteen years' service, resigned on February 1st to accept a position as janitor at the Divine Savior Church on Cypress and Idell Streets. We hope Mr. Arnold will get much enjoyment out of his new position.

Our men in St. Vincent's Hospital—Messrs. Dunphy, DeVado, Richardson, Trabue and Hutchison, would be glad to see any of their co-work-

ers. Visiting hours are from 2:00 to 4:00 p.m. The visiting committee of the T.U.C. visits the hospital once a week, but the boys, while getting along fine, get lonesome and would appreciate some callers.



## Division Four

C. J. KNITTLE

Another long period of expectancy was broken February 19th when the "J" Line, equipped with streamline cars and manned by well-trained operators, rolled zestfully from the Georgia Street Car House to give citizens of Huntington Park, South Gate and West Jefferson Street, a new thrill in modern transportation.

Behind this major operating change is another story, too long to tell, yet too important to overlook, for it is a story of hardship and the sacrificing of many hours of rest and pleasure in order that the new "J" Line operators and all extra trainmen would be properly prepared when the big day arrived. In this limited space we can only add that the principals were Traveling Instructor Billy Vejar and his chief, Oscar Elrod, assisted by Foreman Jim Madigan and Clerk Steve Cooper.

"J" Line, previous to the change, operated out of Division One. In exchange for it, Division One received Division Four's portion of Line "H", all of Line "B" and 39 Division Four trainmen.

A few months ago Harold Nelson, clerk to our Superintendent of Transportation L. L. Wimberly, was conversing with Clerk C. A. Evans and Extra Clerk Willie Cooper who, apparently seeing no immediate opportunity for promotion in the service, remarked that if they were ever advanced they would treat seven certain officials and their wives to a chicken dinner. The remark was made in jest but, strangely enough, on December 27th, Evans was appointed Acting Foreman of Division

One and on January 16th Cooper was made a regular clerk at Division Four. Nelson then reminded them of their promise. True to their word, on February 4th Evans and Cooper provided the said dinner to the specified party, Superintendent and Mrs. W. H. Snyder, Superintendent and Mrs. E. H. Ellis, Foreman and Mrs. Frank Ervin, Foreman and Mrs. Jim Madigan, Clerk Steve Cooper and daughter Ellen, Clerk and Mrs. Bob Grettenburg, Mrs. C. A. Evans and Mrs. W. L. Cooper. Nelson failed to show up. An inquiry revealed that he was sick-a-bed. So the party went on and when the chicken was completely consumed, they gathered up all the table bouquets and took them to their stricken friend a souvenir of the feast he had prompted.

### A Parting Shot

Conductor O. A. Bybee's "A" car was speeding westward on Adams Boulevard and upon calling "Eighth Avenue!" a man in the garb of a laborer hastened to the exit door. Bybee gave the customary one bell, the car stopped, the door flew open, the man spit out, thanked Bybee and, with a mischievous glint in his eye, returned to his seat. Superintendent E. H. Ellis, a witness, reports Mr. Bybee took it like a man.



## Division Five

FRED MASON

Well, folks, Motorman V. H. Boone finally got back from his three weeks vacation from Oakland and San Francisco, and he brought his wife back with him. As you all know, on their way up to Oakland they stopped in San Jose at a gas station to take on some gas in the early hours of the morning. Mrs. Boone was sleeping in the back seat with several covers over her when they made the stop and V. H. still thought she was there when they left, but not until arrival in Oakland when he went to waken her to get the address

of the house they were going to visit at, when he discovered she was not in the car at all. However, Mrs. Boone took care of any similar situation arising on the return trip. She drove the car.

Motorman F. P. Wooten and J. T. Johnson teamed up and took an extra two weeks on top of their one week's vacation and evidently they don't mind the cold weather in the least. Wooten going to Carthage, Missouri, and Johnson to Elk Point, South Dakota. Burrh!

Motorman P. J. Begey is off for thirty days and has taken a trip back home to visit the folks in Parsons, Kansas.

Motorman C. T. Boswell is off for five weeks and from all reports is having a real good time in Olutsee, Oklahoma.

If it's a big tree you want whittled down, get in touch with Chief Supervisor Art Warren. He was seen doing a swell job at 48th and Harvard one windy afternoon.

On the same afternoon Conductor L. Shelley had to back track from Normandie to Crenshaw and he said that that was the closest he got to Merrie England—running on the left hand side of the street.



Thomas Andrew Whittaker, son of Conductor (Div. 5) and Mrs. J. A. Whittaker.



# Mechanical Divisions

F. F. ROBEY

## Division One

B. E. Bremm is preparing for Summer. He recently purchased a new Studebaker sedan.

Alex Reid is also planning on a trip this summer. He has traded his Chevrolet in on an Oldsmobile coach.

R. J. Smith was recently transferred to the Garage.

T. C. Calderwood has transferred to the Truck Shop.

E. L. Swartz has finally decided to come off of the night shift and see how it would be like to work daytime.

W. J. Christmas, night assistant foreman, has been off sick for a little while. We are hoping for his speedy recovery.

## Division Two

Mr. W. R. Cavett, our chief mechanical inspector, is at present in the hospital for an eye operation. We hear he is doing nicely and wish him luck.

Watchman George Morton is now riding around in a new Overland car, just a present he bought for his 69th birthday.

We knew W. S. Cohn had at one time taken a first aid course, but he never told that he once belonged to a volunteer fire department. But the other morning, after setting his new leather coat afire and later discovered the front seat of his auto ablaze, he gave a real demonstration of how a fireman puts out a fire with sand. No more cheap cabbage cigars for Sam.

Acting General Foreman A. L. Davis, when a young fellow, was a real fisherman—has pictures to prove it—but this is no longer true. His luck has either changed or Instructor Frank Markley puts the powers on the fish and they just don't bite.

Understand our superintendent is going to plot an "equipment failure" curve for the "Buick."

## Division Three

The sympathy of Division Three is extended to A. Dickenson, whose father passed away February 8th.

The grand rush for vacation time is over again. Sure nice at that, eh, boys?

P. Hansen is still off on the sick list. Hopes to be back soon.

V. Cook and A. Small got a real break. 1938 and 1939 vacations together.

H. Wescombe has a new cure for aches. Get a trolley pole in one hand and a shorted guy wire in the other. The results are shocking.

Clyde Hamlin, formerly of Division Three, is still ranching out in San Fernando Valley.

## Division Four

L. Lee, T. Watts and C. McKimney were elected for committeemen to represent Division Four during 1939.

O. Howard has been transferred to Division Five temporarily, replacing Ralph Lathrop, who is learning the intricacies of the P. C. C. cars.

W. O. Weiser is thinking about trading his Ford in on an Austin, so he will have enough room to park behind the barn.

N. L. White has finally taken his "1938" vacation.

Assistant Foreman J. J. Inman has replaced W. R. Cavett, who is on the sick list.

F. J. Miller is back on the job after being off several weeks with the lumbago.

A certain party at South Park, has given us the "fishing fever" by telling us what big trout he has seen recently—and didn't catch.

## Division Five

For the location of the fire ladders, see Allen and Williams.

Howard Compart had to shell out fifteen bucks the other day to the city, all because his wife didn't have a driver's license.

Jimmie James is sporting a new forty dollar watch. Guess its O. K. to have watch inspection now. Better watch those pickpockets.

Johnnie Sottile had his car picked for the fog lights. They didn't want the car, because it is one of those Economy run cars.

Wheeler Ellis was seen out at Culver City wiping up the Roller Dome floor with the seat of his trousers.

W. A. Elmlad and T. W. Lambert are the new employe representatives at Division Five.

Ralph Lathrop of Division Five changed places with O. Howard of Division Four, in order that he too could get some first hand information on the P. C. C. cars.



Geraldine Louise Gaston, eight-year-old daughter of Mechanic (Div. 4) and Mrs. E. D. Gaston.



# Vernon Yard

L. F. SPARKS

Thanks to the weatherman, Vernon Yard is becoming the Mecca of sportsmen who, in the course of a few weeks, had freshwater ponds for fly-casting and sailing shallow draft small craft quickly followed by ice for skaters. And then the climax three days of breezy weather for the kite flyers. There was only one

drawback, however, and that was the lack of anything solid to which the kite flyers could be anchored. And now comes spring with the baseball teams warming up for the coming season.

Tommy Thompson is having a very successful season so far with his basketball team, being tied for first place with the Division 5 champions for the past two years. When the final game with Division 5 is played there should be a large crowd to witness it as both teams are good.

It is always news where a dog is involved. Our night supervisor, Bert Schaubert recently lost his dog, Lobo. A search was made of the neighborhood without results and Bert was sure some one had stolen him. After the lapse of several hours, Lobo came home none the worse for his adventure.

Austin Fleetwood, our yard supervisor has had the fenders of his car ironed out and repainted. Fleet has had an unusual run of bad luck by being hit by drivers of old Jalopies without brakes. One even went so far as to pick on him while his car was parked.

After completing the South Gate loop on the "J" line for the new PCC cars well ahead of schedule the Way and Structures department has started work for the loop located on the grounds of the Union Passenger Terminal at Main and Alameda. There have been several street intersections recently completed on the South Broadway, South Vermont and La Brea. We have also completed the repairs to several hundred feet of fence blown down by the recent high winds and the Auditorium at Division 4 for the Women's Auxiliary.

Al H. Gettinger, carpenter, who broke his leg last December is still off duty but we hope he will return to work soon.

C. Acosta, welder, who broke his leg in November is still off duty.

A. Weberg, track foreman, has returned to duty after a painful illness.

Jimmy O'Connor, truck driver, has returned to duty after an attack of the flu.

A. Medina, track foreman has taken out his first papers and is on his way to becoming a full fledged citizen. Congratulations, Medina, and good luck.



## ELECTRICAL



WALTER WHITESIDE

Welcome back, Lloyd Yeager. Lloyd returned to the old firing line Thursday, February 16, and you certainly could see the smiles of pleasure, not only on his face but also the faces of his fellow workers. Although losing a little weight, Lloyd looked about the same with his usual vigor and smile, the only difference being the loss of his pipe.

During the recent wind storm the high line rack at Westlake Sub was blown down and also the canvas window covering at the rear of the station. At the present time M. J. Barnett is looking for a venetian blind for the window and if any of you fellows have a spare one, just get in touch with Barney. Price is no object.

Dick Payne and Bill Banbury took a course in home economics at a local school and then proceeded to set up the kitchen equipment in the Woman's Clubrooms at Division 4. At the time of this writing we are not sure if they intend giving the women a course of instructions in "How to Operate an Electric Kitchen," but if they do we will see if Howard Jones can get photos of same for our next issue.

Notice to all soft ball teams: The electricians have been holding secret practice and we are reliably informed that they have a new pitching sensation in the person of Bill "Ferdinand" Boyd.

Free cigars will be floating around as soon as Carl Brown can get her to say "when." She has already said yes.

## Virgil & Santa Monica Coach



D. S. COBURN

Mr. and Mrs. F. C. Patton are planning to move into their new home on March 1st. It is located on Sunset Plaza Drive in the hills above the Trocodero, and commands a wonderful view of the entire valley and ocean. It is difficult to tell whether Mr. Patton is more proud of his new home or his new Chrysler.

Operator E. S. Johnson narrowly escaped serious injury when his car was demolished in a wreck a few days ago. He emerged with a bad cut over his right eye.

Engineers of the Standard Oil Company are conducting a series of tests with some of the coaches at Virgil to determine the efficiency of different oils.

Henry Forsberg, master mechanic is back on the job after a sickness of about three weeks.

George Porter and Robert Dunning also are at work after a stay at the hospital.

Delivery has just been made on a new Chevrolet for the Supervisors' use.

Orson Wells' (mechanical department) car was damaged by fire a few days ago when he dropped a lighted cigarette in the cushions. Luckily it was discovered in time to prevent any great damage.

Hank Thompson, foreman, is completing a trailer which he claims will have all the comforts of home. It is being rumored about the shop that he built it chiefly for the use of his friends, so if you are planning a trip and need a trailer you must file application with Hank and await your turn for its use.

*"My aunt in Venice is sending me a gondola for my birthday. How am I going to play it?"*

*"Such ignorance! You don't play a gondola, you throw it over your shoulder like a shawl."*



## 16th Street Coach

CHARLES H. HARDY

Behind the scenes we find one who is deserving of a bouquet for trying to brighten the daily routine. Those of us who find it necessary to call the Motor Coach dispatcher on the phone always enjoy the sound of his cheery, courteous voice. He usually terminates the conversation with a very pleasant, "thank you very much." Take a bow Mr. Srack!

J. M. Plum who received a badly cut arm, fractured wrist and numerous bruises in a motorcycle accident is steadily recovering:

Wally Weberg, roadman, wishes to thank the operators who helped him in a recent contest conducted by an outfitting concern. He received ninth prize which consisted of a fine chair and ottoman set.

D. M. Ott has left the service and is now with the Board of Education.

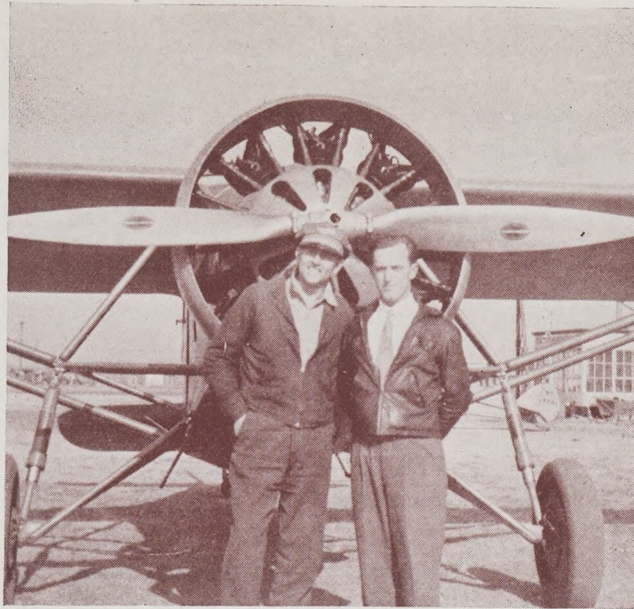
G. R. Van Auken tells of a lone lady who boarded his Alvarado coach, deposited two tokens and asked for two transfers to transfer twice. Van refunded one of the tokens and explained to her the extensive privileges of a transfer coupon.

J. Logan, always a game chap, takes on the coach champion, F. Masterson for a game of ping pong and of course gets blanked with a score of 11 to 0.

P. C. Youngman returned to work after several days off with painful injuries received when he was run down by a motorist downtown who claimed that his car had just been hit by the coach. Youngman was hit by the car while trying to get its number.

A large Valentine almost a yard square was received by the Normandie Coach operators from two feminine admirers. The names of the men were neatly printed on this immense greeting.

At the time of this writing C. G. Austin and R. A. Buffington had been delegated to attend the convention of the California Credit Union



C. R. Neighbours and F. A. Palfreyman smile at the cameraman after completing a trip in the Ryan job in background.

League in Oakland. We expect some fine convention stories on their return.

## GARAGE

When a woman motorist hit Omar "Jimmy" Deam's car at an intersection recently it caromed off into a lamp post. Jimmy who was on his way home from work at the time was not injured but the car and lamp post were badly damaged.

The grandson of J. Albright, gateman, was badly injured when he was accidentally shot through the leg while on a hunting expedition.

The Second Shift regrets losing Gene Boyd who has left to become a hydrographer with the Bureau of Water and Power. G. B. Ross from Division 5 fills the vacancy. R. J. Smith from Division 1 is the new man on the Third Shift.

When J. H. "Buck" Jones returned to his car parked near the downtown library the other day he discovered that a large stone had been used to break the window glass and that an overcoat and leather jacket were missing from the car.

Now that Percy Bozanko has fashioned an exhaust pipe that looks like a large bazooka to carry off the fumes of coaches parked in the garage, he may be able to convert it into a calliope, thereby getting music from wasted exhaust gas.

Harry Nordmark stopped to pick

up a friend the morning of a recent wind storm. It was a lucky stop for just then a large tree was blown down directly in front of his car.



F. ARLEIGH FRAZIER

The Notary Public of the shops by name Joe Steenrod does now make known to the public and declares that henceforth this fact be taken cognizance of, to-wit: All words spoken with heated vehemence 'cus'tomarily designated as swearing shall be legalized by the aforesaid gentleman of the purity squad. The cost of this penalization has a flat rate according to the forcefulness of the King's English used. Questions pertinent to the situation will be cheerfully answered.

A word to the wise is always sufficient, but Nick Costa neglected to inquire about theatre programs, so thinking that his wife would enjoy entertainment gay and frivolous, tickets were purchased but slightly used. Application is now on the way to Chicago to join the "Dog-House Habitués of America."

Amateur hours are so in vogue that the shops have started one of their own. The show must go on between bites and sips, so to help out L. Griffiths of the winding room

would like to hear from three men who would give up their gustatory pleasures for work toward attaining class harmony. Just remember we can't all be the romantic tenor, so we're hoping a few besides tenors will come forward to help compose a quartette.

Hospitalization has ended for Homer Green, so with a while for convalescing will be again back on the job.

Well, well, well, Weather Prophet Bradley's weather vane has gone on the blink. He is slipping and all in all everything is haywire. We ask you, how can we put our trust in a proclamation from a man who blithely comes to work minus coat and hat and is forced to go home in a down-pour? The following day we wonder if he is humming toodle-um-alum-a, toodle-i-aye, but to our utter dismay discovered it's only Prophet Bradley with overcoat, over shoes and umbrella out on a sun shiny day.

## ACCIDENTS PER 10,000 MILES RUN

JANUARY 1939

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

DIVISION 5	THIS MONTH	XXXX	2.9
	LAST MONTH	XXXX	3.3
DIVISION 3	THIS MONTH	XXXX	3.2
	LAST MONTH	XXXX	3.7
DIVISION 1	THIS MONTH	XXXX	3.2
	LAST MONTH	XXXX	3.6
DIVISION 4	THIS MONTH	XXXX	3.4
	LAST MONTH	XXXX	4.5

## LARY REVENUE FOR JANUARY

### First of the Financial Revenue Series

In order that all of us may be continually kept informed of the financial results of our Company's operations, "Two Bells", beginning with this issue, will give each month an accumulative summary of the revenue and expenses for the current year and a comparison of the various periods of the current year with similar periods of the preceding year. There will be, in addition, a brief analysis presented of any significant change in the revenue in any of the twelve months of 1939 as compared with the similar months of 1938.

Comparison of Revenue by Months—1939 with 1938:

**JANUARY**—Receipts for January of this year amounted to \$1,018,367.80. This amount was approximately \$11,000 less than for the similar receipts for January, 1938. The cause for this decrease was due to the fact that New Year's Day, 1939, was celebrated on Monday, which is normally the highest revenue day of the week; whereas, New Year's Day, 1938, was observed on Saturday, which is next to the lowest revenue day of the week. If New Year's Day of this year had been observed on the same day as last year, receipts for both days would have been approximately the same.

**FEBRUARY**—Final adjustments of accounts had not been completed as we go to press, but the estimated receipts for that month will amount to \$929,000, which is approximately \$13,651 higher than similar receipts for February, 1938. The accumulative receipts of January plus estimated receipts of February of this year equal the total of \$1,947,369. The accumulative total of receipts for January and Febru-

ary, 1938, equal \$1,945,070 indicating that the receipts for the first two months of 1939 will exceed the first two months of 1938 by \$2,299.

### OPERATING RESULTS JANUARY, 1939 VS. JANUARY, 1938:

	1939	1938	1939 Increase "+" Decrease "-" Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,018,369	\$1,029,721	-\$11,353
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	864,409	896,421	— 32,012
TAXES (Amount necessary to pay Federal, State, and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	76,998	92,682	— 15,684
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	72,613	70,558	+ 2,055
Total Expenses	\$1,014,020	\$1,059,661	-\$45,641
Leaves Net Profit or Loss	+ 4,349	— 29,940	+ 34,289

This net profit for January, \$4,349, serves as a surplus toward operations during the low revenue summer months when the expense of operation is greater than the revenue.

# NEGATIVES

THE PHOTOGRAPHER IS AFRAID OF THE DARK!



Upper left: Above candid negative shows A. Risenshine dining in the famous Zebra Room. "It's a very costly place to eat," says Risy, "Unless one does as I do. Watch the tables and sit at one before the dishes are cleared away. Often one will find enough for a whole meal under the plate."



Upper right: "All's quiet at Seventh and Los Angeles," is the title of the above study. This delightful part of the city is better known as "Red Gilmore's Corner."



Center: A photo showing a popular operator and his wife two weeks after burglars had entered their house to tie her feet and place court plaster tightly over the lady's mouth. "Nothing was taken," states the operator, "but if the bandits will send their names and addresses reimbursement will be made."



Lower left: Candid negatives show Photographer Howard Jones busy in his portrait studio. "Necessity is the mother of invention," says Jones, "and I have invented a way to make my subjects smile without the use of a camera flash."



Lower right: Showing Operator Henry Mann winning the lottery. "I won a million dollars," says Mann, "and I am now a millionaire."