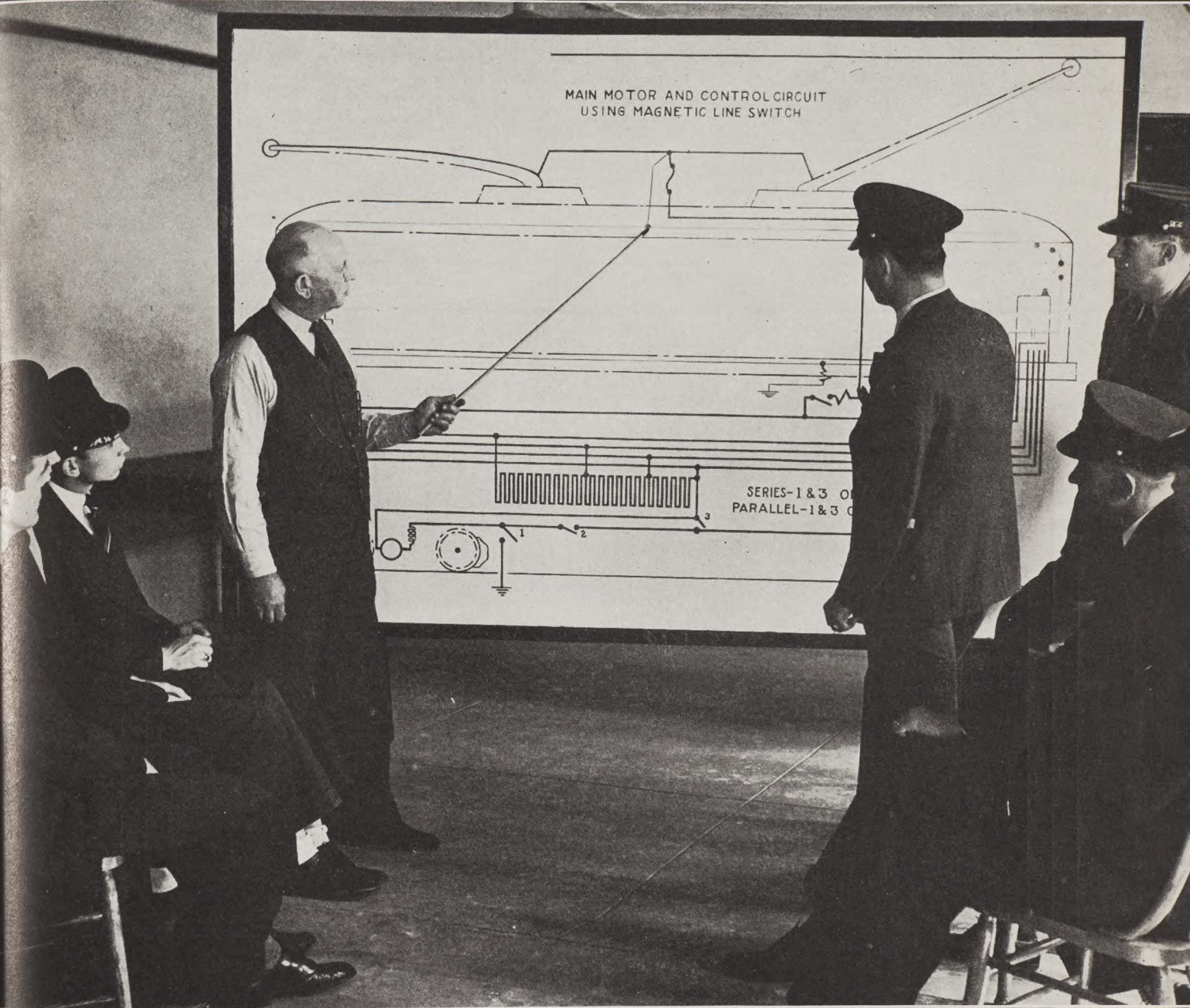


TWO BELLS



BREAKING IN

Chief Instructor Elrod explains the whys and wherefores of operation to an alert group of new trainmen.

(Story on Page Seven)

Volume 20
JUNE 1939 - No. 5





DIVISION SCRIBES
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 Charles H. Hardy
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HOW TO WIN RIDERS AND INFLUENCE THE BOSS

"I AM sorry, lady, but this transfer is not valid on here," the operator explains to a surprised rider. "This is a 7c streetcar transfer. I must ask you for another fare." The lady is searching her purse frantically. She blushes, finally explains that she has no more money with her. Could she give her name and address and mail it to the company? She is well-dressed, well-mannered—obviously not a "Chiseler". The operator sizes her up, hands her a little card and ten cents from his changer, which she deposits in the fare-box. So far the operator has only followed the instructions in the rule book. But he has done more. He has conducted his entire conversation with the woman in a subdued tone of voice, so that not even the near-by passengers understand what is all about. The woman is obviously grateful for this show of tact in an embarrassing situation and that she has not been made the center of curiosity. Result: Another who has a kindly feeling towards the local transportation company.

Hundreds Contacted Daily

This is one of the many incidents that happen daily to an operator or conductor of one of those vehicles which carry a city's population from one point to the other. Most people consider the job as simply transporting people safely and comfortably through the city streets. But if it is realized that these men contact 200 to 600 people daily, not counting the hundreds of drivers in his path, it becomes clear that he must be more than just a good operator—he has to be a practical psychologist. He may not know all the technical terms of this science, but through years of experience he has learned

WHEREIN ARE DISCUSSED A FEW VITAL POINTS OF TRANSPORTATION PSYCHOLOGY.

By H. W. MUELLER,
Virgil Coach Division.

to recognize the character of a passenger through little mannerisms and treat him accordingly.

Take the little matter of depositing the coin in the fare-box. There is a gay young blade who wants to show his girl friend his nonchalance in money matters by flipping the money into the air, trying to hit the box, and often being visibly annoyed when the coin bounces back and falls on the floor from where he has to retrieve it in a most undignified manner. Then there is Mr. Grumpy, who drops his fare in a violent manner, clearly showing displeasure at having to pay for his ride. At the other extreme is the timid old lady, who, after having managed to open her intricate zipper purse, extracts a handkerchief in one corner of which she has tied her fare in a burglar-proof knot which she slowly unravels, and who finally lays the coins into the box with all the cautiousness of a hen laying her first egg. This passenger will probably later admonish him *not* to start the car before she is safely on the ground and to whom he will have to explain carefully just on *what* corner she will have to stand to catch the intersecting coach or carline. The experienced operator realizes that these

are mostly elderly people, used to a slow-moving pace who are bewildered and seemingly unable to grasp many things that are obvious to younger people. They are therefore creating a permanent and practical "Mother's Day" (or rather Parent's Day) by being especially considerate to elderly passengers.

"A Soft Answer" . . .

It is unavoidable that differences of opinion should arise between passengers and transportation employes. If the passenger has a just reason for his display of temperament the experienced operator will heed the biblical injunction that "A soft answer turned away wrath" and will act accordingly. Should he encounter a passenger who is of the "You-can't-tell-me-anything" type he will not start an argument if the dispute is insignificant. It is bad business to win an argument and lose a customer. And right there lies the biggest job for the employe; namely the building of good-will towards the local transportation company. This good-will pays handsome dividends at election time, when voters decide on issues vital to the interests of the company. Such good-will cannot be built by a few weeks propaganda campaign prior to the election, but must be created by the day-by-day acts of tact on the part of transportation employes. The defeat of such issues means that the company will have more money to spend on wages. In other words, the employe is working for his own personal benefit.

The "Difficult" Passenger

To return to the application of practical psychology by the operator, let us consider the "difficult passenger"—the "tough hombres" and the

drunks. It is easy enough for a strapping driver to "lay down the law" to the first group. But all this means discomfort to other passengers, delay in the schedule, accident reports. The trained operator approaches them in a different way. He speaks to them in the "Now-fellows-look-here" manner, explaining to them how he will be in hot water if they don't tone down and behave like civilized people. In nine cases out of ten this brings results. A somewhat similar treatment can be applied to boisterous drunks. An appeal to their pride usually works wonders. By telling them more or less directly that they look like gentlemen who can hold their liquor, the skillful conductor can arouse in them the desire to show the world what magnificent fellows they really are. It may not work in all cases but it is still a better policy to make them lick molasses than force vinegar down their throat.

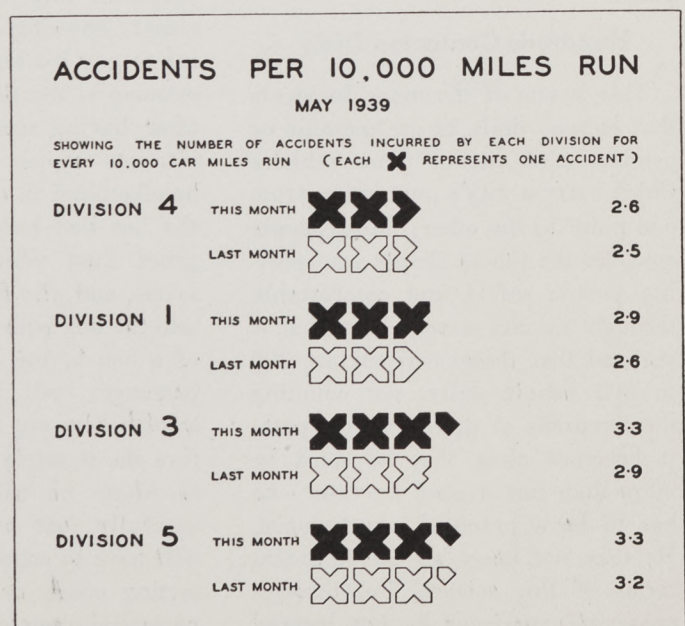
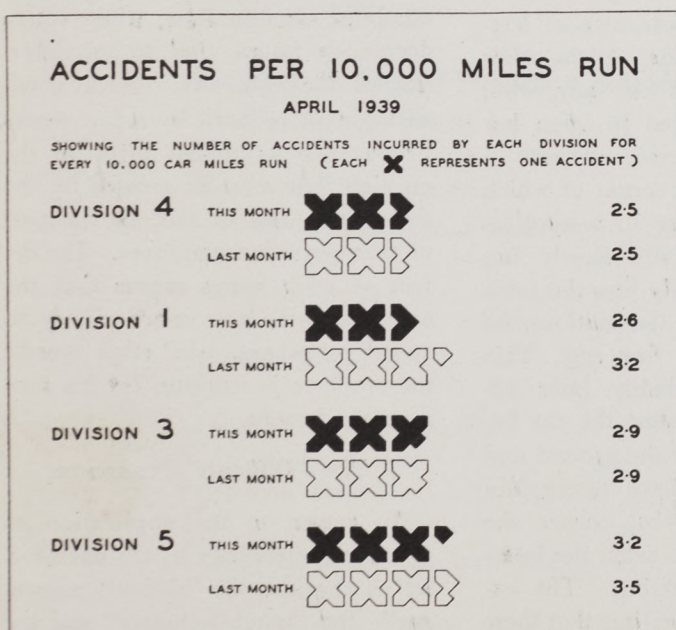
The alert and observing operator knows that the three little words "Sorry", "Please" and "Thank you"

help to smooth down many an unpleasant situation. Instead of curtly announcing, "This transfer isn't good", accompanied by a look which means 'And no back-talk from you, either', he will say, "I am sorry, but this transfer is not valid here. Haven't you another?" When the passenger has to pay another fare he will unconsciously feel better by reason of this smooth approach and an added "Thank you". It is evident that it does not depend on *what* one says but *how* one says it that makes the difference between a satisfied or ruffled passenger. Since these three magic words are free there is no reason why they should not be frequently employed.

Something that an operator needs constantly is a sense of humor. Not the type of humor which evinces itself in cheap wise-cracks, but the ability to see the other side of the situation and laugh it off. It is a common human failing that we work off our bad humor, caused by circumstances beyond our control, by being unpleasant to people who serve

us, no matter how short a time. Growling at the salesman, snapping at the elevator boy, or barking at the coach operator are all means of letting off steam. True enough, it is an unjust and petty way but it will probably be followed as long as we are humans. The operator with psychological insight knows that he will be often a subject to such ill-humor without giving cause, but he will have built-up a mental antidote by recognizing the causes and taking the whole matter impersonally. He will say to himself, that the fellow who has just been so unpleasant to him, has probably had a run-in with his wife. He would have enjoyed nothing better than to get a sharp answer from the operator so that he could really let loose. The sensible thing to do, then, is not to fall into this trap but to give especially civilized answers. By realizing that the passenger did not bark at John Doe, but to Driver No. umpty-umph, the operator will not become riled, but treat the matter impersonally.

SAFETY RECORD FOR APRIL-MAY



NEWS OF LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the month of May, 1939, there were 29 employes confined to the hospital, which represents 277 hospital days. The cost of the hospital service was \$1,614.00.

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

During the month of May there were 193 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

MECHANICAL DEPT. PAYS TRIBUTE

On May 31, 1939, our friend and fellow-worker, Clay Henry Heywood, foreman of Division 1, who has been in the service of the Mechanical Department in various capacities for the past 35 years, was called to rest by the Great Master.

His untimely departure came after a very brief illness, and leaves a vacancy that will be difficult to fill in the ranks of the department he has served so faithfully.

All members of the Mechanical Department, and particularly those of Division 1, regret his passing and extend their sympathies to his family.

* * * * *

The wife of Charles O. Ashton, Conductor, Division 5, died June 16, 1939.

William Henry Engel, on the Pension Roll, died June 15, 1939. He was born in Germany, May 15, 1876, and entered the service of

this Company as Motorman, Division 2, September 29, 1916, changed to Conductor, Division 5, July 31, 1932, and placed on the Pension Roll November 29, 1937. Mr. Engel is survived by his widow, son and three daughters.

The wife of Cleveland R. Meador, Flagman, Transportation Department, died June 15, 1939.

Elmer Abraham Tower, on the Pension Roll, died June 2, 1939. He was born in Santa Ana, California, April 1, 1884, and was employed as Conductor, Division 2, December 6, 1904, appointed Dispatcher January 1, 1911, transferred to Clerk, Schedule Department, November 1, 1925, appointed Asst. Manager L. A. Ry. Restaurant June 1, 1930, appointed Clerk in the Schedule Department September 1, 1930, transferred to Clerk in the Traffic & Statistic Department, July 1, 1935, and placed on the Pension Roll November 1, 1937. He is survived by his widow and daughter. Mr. Tower was a member of Mone-ta Lodge No. 405, F. & A. M.

The wife of Harvey Sanford Lindley, Motorman, Division 5, died May 30, 1939.

The wife of Ausencio Medina, Sub-Foreman in the Way & Structures Department, died May 25, 1939.

James Handley, on the Pension Roll, died June 2, 1939. He was born in Rochester, N. Y., November 7, 1845, and entered the service of this Company as Foreman in the Way & Structures Department, January 31, 1893, appointed Watchman in the Way & Structures Department, August 1, 1918, and placed on the Pension Roll May 1, 1930. He is survived by two daughters.

Edmund O. McKinney, of the Pension Roll, died April 19, 1939. He was born in Champagne, Illinois, August 17, 1893, and was employed as Motor Division 1, from 10-17-

CHIEF INVESTIGATOR PASSES

It is with deep regret that we report to his many friends the death of Stanley A. Wood, Chief Claims Investigator of the Claims Department, on June 22, after an illness of about three weeks.

Mr. Wood was born in Brooklyn, New York, on December 20, 1886. He attended school in Missouri and afterwards entered the mercantile business. In December, 1922, Mr. Wood came to Los Angeles, and on April 13, 1924, he was employed by the Los Angeles Railway as an investigator in the Claims Department. In 1934, he was promoted to the position of Chief Claims Investigator, the position he held until he died.

In Poplar Bluff, Missouri, Mr. Wood was a past Exalted Ruler of the Elks Lodge and was active in civic affairs.

As a young man, he was fond of athletics and all types of outdoor life, participating in football and in professional baseball for the Texas League. He was an enthusiastic sportsman, enjoying hunting, fishing and golf, and was at one time a member of the Fox Hills Country Club and the Oakmont Club.

Mr. Wood is survived by his wife, Mrs. Genevieve Wood, a son, Patrick, and a daughter, Mary Jane, to whom we extend our sincere sympathy.

1904 to 10-5-1905, re-employed as Motorman Division 1, 4-28-1913, placed on the Pension Roll 2-2-1938. He is survived by his widow.

Dellas Elvin MaCoy, Motorman, Division 5, died June 25, 1939. He was born in York, Nebraska, April 18, 1908, and entered the service of this Company as Motorman, Division 5, March 16, 1937. Mr. MaCoy is survived by his widow and three children.

SPEAKING OF CAP-WEARING STYLES . . .

Words and Music by
Guy Gifford.

(This is not recommended for heavy reading.)

ONCE upon a time Confucius, the great Chinese teacher who wandered about making remarks like, "You've buttered your bread—now sleep in it"; proverbs by which the Chinese ever since have patterned their lives; remarked in one of his off moments: "The shape of the cap gives no clue to what's beneath it."

But according to Oscar Elrod, Chief Instructor, the Chinese was all Wong.

"Give me ten men and ten caps," states Oscar, "and I can tell you by the way the person places the cap upon his head just what his character is. Whether he will make a good motorman, or a better conductor. How much common sense lies beneath the cap. The angle of a man's cap tells a true story of the person beneath it. It's as simple as telling that a man has false teeth if you see him throw both hands to his mouth when he starts to sneeze.

"I imagine we could divide the



cap wearers into several types. Let's take the first, the Set-High in the center type. You've seen him about time after time. (Don't confuse this type with the type needing a hair cut.) This is the person who places the cap exactly on the peak of his cranium, as though he used calipers to get it the same distance from each ear. And there it sits, as though it never has been moved and no earthquake, fire or flood could shift it.

"Often this man is aesthetic. He probably plays a cornet or a base horn. Sings bass in the church choir. He is very methodical in all of his activities. A creature of habit. He is satisfied with himself, his world revolves about himself and

he has a high morale. This man makes a much better motorman than a conductor as he is much too stern to deal with the public.

"Watch for him. On his way to work he will be loaded down with equipment. He will carry a tool box, a lunch box, a very large seat, a special bell cord, route maps and always a couple of guide books. Efficient to the nth degree.

"In contrast let's study the cocked-over-the-right-ear type. One wonders where the hat would go if the ear was gone. There's a great difference between the cocked-over-right-ear and the cocked-over-left trainman. The C.O.R.E. is a dare-devil, reckless, generally interested in golf. Generally has a nice



personality, so he naturally becomes a better conductor than a motorman, studious, and eventually his cap will work over till it sits in the normal straight position, which is what our regulations call for.

"The straight normal position means just that—level-headed, honest, ambitious, fine judgment, a head full of common sense and a stiff upper lip.

"It's quite a thrill to watch men's caps when they first come on the job and to see the gradual change from awry to straight—changed with the experience and knowledge gained as the days pass by."

Oscar paused for breath, dabbing at a trickle of perspiration which had collected in the hat ridge on his forehead.

"I could go on for hours on the same subject. There's the brow-shower—depicting honesty, frankness and innocence. Then there is the cap worn way back on the neck. If it wasn't for the collar, the person would be sitting on it. This man puts things off, just as he has pushed his cap aside since his mother placed it on the center of his dome.

"Then comes the bridge wearer who depends upon his nose to keep his cap bill out of his mouth. He generally has an inferiority complex. Hides his eyes. He does his work well, obeys the rules, says very little. This man develops into a fine operator."

"There's another question, Mr. Elrod. Just how do you wear your hat?" we asked.

"Well, you can't read my character through my hat," he laughed. "When a man gets to the point where he combs his hair with a tweezers, he wears his hat neither for beauty nor comfort. He wears it simply to keep the shine out of other people's eyes."

LEARNING THE ROPES

We are all happy to welcome the many new members of the Railway. Here is a brief picture of how they are spending their first few weeks.

A NEW trainman is selected by the Personnel Department which requires the following qualifications. General appearance, general observation, from 5 feet 8 inches to 6 feet in height, good voice, controllable temper, mental alertness, good physique, judgment of motion, selectivity of response, and ratiocination. He is then given a test in mathematics consisting of addition, subtraction, multiplication, division, and adding up running time. 30 minutes is allowed for him to complete the test. After he has passed satisfactorily he is sent to the Doctor for medical examination. After passing the medical examination he is sent to the Instruction Department and selected for the position of Motorman or Conductor and assigned to a Division. The required ages for employment of trainmen are from 22 to 35. Motormen are required to be 25 or over and Conductors 22 or over. Motormen are chosen chiefly for general observation, mental alertness, judgment of motion and mechanical inclination. Conductors are chosen for their controllable temper, good voice, selectivity of response, ratiocination, and clerical ability.

After they have been interviewed by the Chief Instructor and selected for the various positions they are told to report the following morning at the Instruction Department and are given a 20 minute talk covering their duties. The Conductors are placed in a school for 1 day and are given the foundation of a Conductor's work consisting of making out trip sheets, register cards, reading the register, punching transfers, time on transfers, is-

suing transfers, and punching coach tickets. This Conductor school saves the new man about 3 days breaking in on the lines.

Motormen are assigned to 3 days on a practice car with a competent instructor. This car builds up the Motorman in operation of the controller, air, and handling electric switches. This eliminates about 4 days breaking in on the lines and gives them a foundation whereby they can operate a car in service with greater ease.

After the Conductors have completed their schooling and the Motormen have completed the practice car work they are sent to the division the following morning to report to the division instructor, who assigns them to a line instructor on the various lines of his Division. The first line is usually the hardest line for the new man and he is kept there 1 or 2 days longer than on additional lines. The first line requires between 4 and 5 days. The additional lines require 2 to 3 days. The average time of breaking in for a Conductor is 17 days and the average time for a Motorman is 22 days.

The new men, when breaking in, are followed up closely by Instructors and are examined to see if they are competent to operate on that particular line. This is done on all the additional lines.

After he has qualified on all lines of his particular division he is then sent back to the Instruction Department where he is given his equipment and makes out a written examination which is checked by Instruc-

tors who determine if he is fully acquainted with rules and regulations.

Motormen are placed in the Equipment school which has been provided in the basement of Division 4 for the Instruction Department and demonstrate ability in tracing dead cars, cutting out motors, checking fuses, contact points, ratchet springs, line switches, and bell signals. They are also shown by the Instructor the different parts of equipment that could be damaged by improper feeding, running on resistances, and how to detect motor trouble and the different resistances for cutting out motors. Motormen are likewise shown the amount of current running through the resistances in series and in parallel by lights which have been attached to an armature and operated by a controller. This also shows the amount of current traveling through armatures when reversing or slugging a car. This demonstration is made by having the motor case open and the armature fully shown whereby can be seen the revolving of the armature and the uses of brushes set on the armature.

This equipment gives the new man a better idea of what he is operating and has a tendency to impress on him the proper operation of a car and shows him what damage could be done to the equipment if he did not follow the proper operation.

After he has qualified and been sent to the Division on his own he is followed closely and trained and assisted in his work by the Instructors. After the new man has been in service for 60 days he is then given an oral examination by the Instructor at the Division. Motormen are examined on rules and regulations, equipment, and operation. Conductors are examined on transportation, rules and regulations and are then graded.

LATEST ADDITIONS TO OUR LIBRARY

Traffic Engineering Manuals
Among Recent Acquisitions.

ACCIDENT PREVENTION

National Safety Council. "Community Safety." A pamphlet intended to give a bird's-eye view of a balanced program for reducing accidents in larger cities.

National Safety Council. "Enforcement for Traffic Safety." Outlines briefly the essentials of good traffic law enforcement.

U. S. Bureau of Public Roads. "Guides to Traffic Safety." Outlines the methods for dealing with current pressing problems of street and highway safety.

U. S. Bureau of Public Roads. "Highway Accidents; Their Causes and Recommendations for Their Prevention." Recent information on lack of uniformity of motor-vehicle traffic laws. Also contains material on accident reporting and investigation.

ACCIDENT STATISTICS

California. Department of Motor Vehicles. "Annual Statistical Report, 1939." Prepared by Bureau of Statistics, V. W. Killick, Chief. A compilation of official registration, gasoline tax, traffic accidents, traffic enforcement data, and related miscellaneous statistics.

CORPORATE FORMS

Prentice-Hall. "Encyclopedia of Corporate Forms." An exhaustive compilation of forms used in corporate practice, with explanations and annotations.

COST OF LIVING

American Transit Association. "Cost of living studies; summary of prices reported during the last three months." (A.T.A. Bulletin 562, May 1, 1939). Tables showing percentage of change in 32 large cities; and indexes of various costs, with a 2 page summary of the changes in costs of the various items such as food costs, rents, fuel and light, and house furnishings.

CORROSION

"Protective Coatings for Metals." R. M. Burns and A. E. Schuh. Covers all types of protective coatings for metals, including paints, lacquers and enamels and gives the latest information on the theoretical aspects of corrosion.

ELECTRIC TRANSIT VEHICLES

"Modern Electric Transit Vehicles." General Electric Company. File of data on the various types of modern electric vehicles that have gone into operation during 1936, 1937 and 1938.

ELECTRIC POWER

"The Cavalcade of Power." Public Utilities Fortnightly, June 8, 1939. A graphic factual survey of the status and accomplishments of the electric light and power industry in the United States.

HIGHWAY COSTS AND ENGINEERING

"Highway Costs; a Study of Highway costs and Motor Vehicle Payments in the U.S." C. G. Breed. Contains a wealth of material not collected elsewhere. Includes expenditures for city streets, maintenance costs of highways and discussions of formula for design of flexible pavements.

"Transition Curves for Highways." U. S. Bureau of Public Roads. Discusses relation for speed to highway design.

LIGHTING

"Safety With Light." United States Junior Chamber of Commerce. Suggestions for local programs relating to street and highway lighting in its relation to night traffic safety.

OPERATING STATISTICS

American Transit Association. 1938 Transit Operations in Cities 500,000 to 1,000,000 Population. (A.T.A. Bulletin May 1, 1939). Continues the policy established last year of presenting annual analyses of financial and operating results of street railways and motor bus companies.

SUBSTATION OPERATION

"Operating Guide Book for Central Station Men." McGraw-Hill. A selection of 229 practical articles from the "Electrical World," describing methods tried and found successful in solving daily problems.

TRAFFIC

"Traffic Engineering and the Police." Harold F. Hammond. Although traffic engineering is not a proper function of the police, the nature of traffic enforcement work often requires a rudimentary knowledge of that subject. This well-illustrated manual has been published to supply that knowledge needed by the street traffic division of the police department.

"Engineering for Traffic Safety." National Safety Council. Gives the essentials of traffic engineering in brief form.

"Traffic Survey Manual." National Conservation Bureau. A loose-leaf manual prepared as a guide to analysis of local traffic. The methods, forms and procedures recommended represent the experience of leading traffic engineers.

"Traffic Control and Safety." Supplementing the bibliography prepared for the University of Southern California Institute of Government. Compiled by Emma G. Quigley, Los Angeles Railway Librarian.

"State Rules and Regulations Governing Safety Education in the United States." American Automobile Association. Report of a questionnaire survey of laws, state regulations, etc., in the field of safety education in the forty-eight states and the District of Columbia.

TRANSPORTATION

"Transportation as an Element in Urban Rehabilitation." Charles Gordon, Managing Director, American Transit Association. American City, June 1939. Excerpts from a paper presented at the National Conference on Planning, in Boston, May 15, 1939.

"Looking at Transit in South America." Transit Journal. May, 1939.

TRADING POST

FOR SALE—Small lot in Torrance. Will sacrifice. See Flagman P. J. Boyer, 4424 Crocker Street.

FOR SALE—13½ foot boat and trailer, 20 H.P. outboard motor, A-1 condition—good lake boat. Price: \$140.00.—E. Riley, 1123½ E. 78th Street.

FOR SALE—Complete beauty shop equipment. Very cheap.—George Borggrebe, 8946 So. Denker, or call Station 225.

FOR RENT—Cozy furnished five-room cottage at Surfside, a private beach colony, seven miles south of Long Beach on the Coast Highway. Served by Newport-Balboa Pacific Electric cars. Cottage newly decorated inside and out. Accommodates three couples. Gas, lights, and water paid. \$20 per week or \$75 per month. C. J. Knittle, Division 4.

DIVISION 4 TRAINMAN NOTED CACTUS FANCIER

By C. J. KNITTLE

TO his many acquaintances William Brooks is a Division Four conductor, a family man of ordinary means. But to members of the California Cactus and Succulent Exchange, Brooks is an authority on plant life of the Great American Desert. An adequate section of his seven-acre ranch at Thousand Oaks, California, is devoted to the cultivation of approximately 3,000 cactus and other succulents, representing over 500 species. Another section is reserved for the care of more than 4,000 orchids. In this story, however, I shall confine my remarks to the cacti, the result of Brooks' twelve-years search through the arid wastes of Arizona, Texas, Mexico and California.

In this great Southwestern desert, sometimes called the "Studio of the Gods", time has carved and chiselled out wonderful valleys and canyons and graced their floors with tiny streams of water like threads of molten silver on burnished sands. This desert fairyland is brimful of Nature's most curious plants and flowers, weird and marvelous, of fantastic shapes and grotesque design, of glowing hue and exotic fragrance.

Many readers, no doubt, have seen the desert in blossom time, an almost unbroken carpet of living color extending as far as the eye can reach. It should be said, however, that this wealth of bloom comes only when we have been blessed with abundant winter rains.

But the cactus blooms,—rain or no rain. These strange, forbidding, evil looking plants seem to defy all laws of blossom making. One marvels that they manage even to live. Yet when their time is fulfilled, no matter how unfavorable

the season they burst forth with offerings of breath-taking loveliness.

We wonder sometimes, if certain laws of human character development do not also apply in this strange vegetable kingdom. Have you not noticed how often among human plants those that have been forced to fight hardest for a bare existence flower in rarest beauty? It is almost as if loveliness were the child of bitter hardship and travail.

It seems so easy for the rose bush in one's garden to bring forth beauty;—for the cactus to bloom is a miracle. Do you not like to think that God, who is God of both the garden and the desert, gives to the cactus this beauty, rare and fine, because it has fought a good fight?

Let us stroll through Brooks' man-made jungle of strange desert creations, this veritable forest of towering Sahuaro (giant cacti) and *Opuntia fulgida* (Jumping Cholla), pausing to admire the various species of cereus or climbing cacti, being cautious lest we collide with

an *Echinocactus* (barrel type) or trample unwittingly on the humble *Mammillaria* (Pincushion).

Omitting the technical terms, which may confuse the layreader, the first to greet us is a night-blooming cereus. Being high-noon, the blooms have closed but the fragrance is keenly sensed and enjoyed. To the right are other types of cereus, the tall Pipe Organ Cactus commonly seen in Lower California, Sonora and Southern Arizona, the Senita, the Caterpillar, the Old Man, and the Serpent. These are better known as the "torch flower" cacti.

Next we come to the Pincushion type or Baby Cacti; the Horned Toad, the Sunset, the Snowball, the Green Flowered, the Black Spined, the Arizona and the California. To the left we see various specimens of the Strawberry group; the California Hedgehog, the Golden Spined, the Indian, the Spiny Hedgehog, the Crimson Flowered, Rose's Hedgehog, Fendler's Hedgehog, the Salmon Flowered, the Rainbow Cactus and the Short Spined Strawberry.

Farther along we come upon the better known cacti, the Prickly Pear which has twelve distinct types of which the Flapjack and Beavertail are perhaps the most common.



William Brooks emerging from the depths of his cactus jungle.

Twelve species of the Cholla Cactus, many of which assume a prolific tree type catch our eye and we then come upon the most unique barrel type with seventeen species. Many of these are shaped like small and large jardiniers, and having a natural tendency to hold much water, are regarded as the traveler's friend.

After ambling through another maze of "grafts" or crested cacti numbering hundreds and viewing perhaps a thousand or more tiny plants neatly arranged in flats, our trek through William Brooks' fascinating jungle ended.

Beggar: "Will you let me have a dime, mister?"

Kind Man: "I haven't any change on me, but I'll give it to you when I come back this way."

Beggar: "Well, all right, but you'd be surprised at the money I lose giving credit this way."

Fisherman: "I tell you, it was that long. I never saw such a fish!"

Friend: "I believe you."

Mother (on train): "If you are not a good boy I'll slap you."

Junior: "You do and I'll tell the conductor how old I really am."

GARAGEMAN MASTER MINIATURE BUILDER

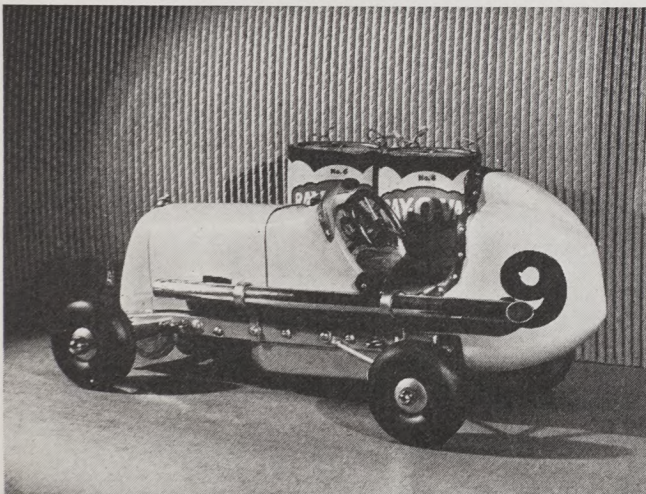
By CHARLES HARDY

The fascinating hobby of build-model airplanes and miniature race cars has interested Ernest Webb of the 16th Street Garage for several years. Having successfully flown model planes of his own design which were equipped with miniature gas engines he is now seeking to fly them by radio control. Webb's spare time is also taken up by the development of a powerful miniature race car which he has named the Wasp "Special".

This little car has an overall length of 14 inches and weighs 2 pounds and 9 ounces. The power plant is a special gasoline engine having a $\frac{3}{4}$ inch bore and $\frac{5}{8}$ inch stroke and a .27 cubic inch displacement. It turns over about 11500 revolutions per minute although some will run as high as 15000 R.P.M. This single cylinder engine is, of course, two cycle and uses a mixture of 1 part of model motor oil (S.A.E. 70) to 2 parts of white gasoline. One ounce of this mixture runs the small car for about

six minutes, an unusual mileage of over 1000 miles to a gallon. The miniature car has a front wheel drive (1.75 to 1 ratio) with a machined steel clutch plate and fly-wheel. The speed of the car ranges from 5 to 40 miles per hour. The rear wheel assembly can be set to steer the car for a straight-away race or for a circular course. When racing in a circle a stout piece of twine is fastened to two eye bolts on the frame.

So much interest was shown in this small racer that Webb was persuaded to make up kits containing all the parts necessary to construct a Wasp "Special". The complete kits which include the gas engine can be assembled into a finished working model in a couple of evenings. Rosecrans Avenue and Western have been the rendezvous of miniature airplane and car racers early Sunday mornings. Webb, at present road man to Wilshire coaches, informs us that the miniatures are taking their place among Hollywood's favorite hobbies.



Model racer at left averages 1000 miles a gallon. Note size of car compared to batteries in background. Ernest Webb (with miniature plane at right) plans to fly his models by radio control.

SPORTS---

and SPORTSMEN

By JOHN COLLINS,
Supervisor of Safety

THE best men are sportsmen—they “fight fairly”—laugh heartily; and are liable to fall, but they arise and keep moving with the sportsman’s spirit of fair play. Sportsmen test disaster and defeat, but toil on towards a definite goal, and in the end know triumph and success. The sportsman knows his place in the game, and plays hard to win; but, in the event he should lose, he knows that he lost while doing his very best.

On the other hand there are people who are just the opposite to the sportsman—people who have no regard for the other fellow; and, by hook or crook, twist everything to their own advantage, regardless of the consequence. They claim each success as their own, but not their failures. These people are not entitled to the name of “man”—therefore, we shall drop it, and merely call them “sports”.

The sportsman gets more enjoyment out of life, because he takes greater care of life. It makes no difference how dangerous the undertaking may be, it is done as carefully as it is humanly possible by the sportsman. If the risk is considered too great, he decides not to act—he is not fool-hardy. When the commanding officer calls for volunteers to carry out a hazardous order, many men may step forward, but he chooses the sportsman every time. The sportsman anticipates conditions, and is prepared to meet the emergencies.

When you start your car, play the game according to the rules. Do not take unfair advantage of the other fellow, cutting someone out for no purpose—do not block this or that man without reason, or approach intersections at too high rate

of speed—do not violate a rule by doubling an electric switch, or fail to observe crossover rules. Be certain that switch is properly set, and do not neglect to pull front trolley down at terminals—do not pass up passengers unnecessarily. Give the pedestrian a sporting chance—do not hit him with a twenty-ton car. Be sportsman enough to admit when you are wrong; show whether you are a sportsman, or just a sport.

When the street is full of pedestrians, automobiles and street cars, you must not consider those in charge as people endowed with common sense, but class them as either sportsmen or sports. Since you have no way of telling which is which, it becomes necessary to consider all of them “sports”, and

it is unwise to place confidence in a sport. There is but one human being in that street whom you can trust, and that is yourself. If you are a sportsman, you are capable of piloting your car safely through, regardless of the erratic moves on the part of others.

The easiest place to operate a car safely is in congestion, for the reason that you are, necessarily, slowed up—next easiest place is in approaching a point about to be congested, as it is easy to see that you are going to be slowed up.

A sportsman is silent in trouble, but makes it a point to be courteous and considerate to others. Be a sportsman and win—if you fail, try again and again—you get credit for every effort you make.



CONGRATULATIONS TO:

William Meredith, born to Motorman (Division 5) and Mrs. M. Meek on May 19.

Lenard Maurice, born to Conductor (Division 5) and Mrs. L. P. Larsen on May 24.

Margaret Muriel, born to Mr. and Mrs. (Muriel) Fred Davies on May 30.

Ellen Margaret, born to Conductor (Division 3) and Mrs. C. L. Gaul on June 1.

Ronald William, born to Coach Operator (16th Street) and Mrs. H. H. Little on June 10.

Charles Edward, born to Motorman (Division 1) and Mrs. A. C. Lomax on June 10.

James Gilbert, born to Conductor (Division 1) and Mrs. G. G. Schiefer on June 12.

Dixie Lee, born to Conductor (Division 1) and Mrs. W. A. Stillwell on June 17.

Lyle Duane, born to Motorman (Division 4) and Mrs. Lyle S. Bradt on June 17.



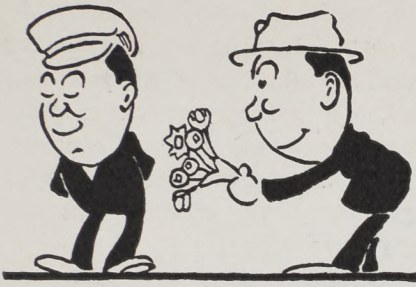
BEST WISHES TO:

Conductor R. B. Milroy (Division 1) married to Miss Margaret Macken on May 21.

Car Repairer Clifford “Danny” Parker (Division 4) married to Miss Frances Willis on June 3.

Coach Operator C. G. Austin (16th Street) married to Miss LaVerne King on June 12.

Substation Operator Carl A. Brown (Power Department) married to Phyllis Conant on June 17.



RIDERS'

"A FRIEND INDEED" ...

"While driving on Pico today I observed an incident that may have been a routine matter for your motorman, or may have been one of those extra courtesies that so often go unrecognized. In this case I felt I was justified in taking your time to draw your attention to it.

"Near the 1600 block on Pico Blvd. your new type car with 3065 painted on the front, stopped and the motorman stepped out and came to the rescue of a completely bewildered blind man who was caught in the traffic and had stood still, almost on the tracks. He took the blind man by the arm, inquired where he was trying to go and then escorted him in front of his street car over to safety on the opposite side. People in traffic all day might be excused if they overlooked the opportunities for such kindnesses for it might tend to make one callous. This was at about 1 p.m. if that would serve to identify your man. (*W. M. Weems, Div. 4*). He prevented a dangerous possibility for the blind fellow."

CRAWFORD TROTTER,
3764 Watseka Ave., Los Angeles.

"GOOD" DRIVER ...

This is my applause card for a good driver. No. 652 (*J. D. Marshall*) on Sunset bus 709. I sat just behind him the whole way this morning, watching him.

"He never failed to signal, never crowded anyone, always gave the right of way to pedestrians, and almost never honked. And he didn't converse with passengers. Knowing the limitations of his engine, he never tried to beat a signal or start after the first stop bell—the kind of driver who is likely to go a long time without an accident."

PAUL D. HUGON.

ENTITLED TO RECOGNITION ...

"I wish to call your kind attention to Motorman 1715 (*H. L. Embree, Div. 4*) for the fine work and attention he displayed to an elderly woman on his car and who was incapable of handling herself.

"It happened this way—A man brought her to the "W"-bound car on Pico St. and helped her on with the help of the motorman. Then after riding some distance she desired to get off, so the motorman took her in hand and lifted her off the car and helped her to the opposite side of the street where she desired to go (and he had an armful) and then turned to his car amid the PLAUDITS and HAND CLAPPING of all the passengers in the car (and it was full to capacity).

"He certainly got a great ovation from all of the passengers and he was fully entitled to it and from exclamations from a good many of the passengers they said they had never seen anything like it before but he did his work silently and swiftly.

"Myself and wife were on the car and saw the whole proceeding and I felt that he was entitled to some recognition from you, but *mind* I was not the only one in the car—but they all applauded and clapped their hands."

R. M. THOMSON,
402 Insurance Exchange Bldg.,
318 W. 9th St., Los Angeles.

APPRECIATES KINDNESS ...

"Just a word of thanks and praise for so many of those very kind and courteous conductors on your lines. I want to mention of one especially on your Temple St. line No. 662 (*I. Gasparro, Div. 3*) He was so very helpful to me. Being old and almost blind you can un-

derstand my appreciation for all the kindness, and I want his superiors to know of what a credit he is to the Railway Company. From now on I will take every number of every one that is kind and helpful and send them in.

"Please thank No. 662 for me.

"Wishing the greatest success to the L. A. Ry. Co."

LOUISE D. REID,
122 No. Rampart Blvd., Los Angeles.

"Please excuse writing as I am nearly blind."

SUCH COURTESY DESERVES PRAISE ...

"One day last week I was riding on one of your Beverly Blvd buses and the driver showed such kindness and unusual courtesy, felt impelled to write you about it.

"Suppose that in the course of a year your office receives many letters of complaint, imaginary or otherwise and I see no reason why a little praise cannot also be voiced.

"There was a little dwarf passenger with only one leg on the occasion of which I speak—she was an old lady and on crutches—when we came to the intersection where she wished to change, the bus driver stopped, got off the bus, lifted her off as gently as if she had been his own mother, helped her across and showed her where to make connections with the street car she wished to take. This kindness, consideration and gentleness were so marked I feel sure that you of the Personnel Dept. would be glad to hear of it. He was driver No. 22 (*A. N. Dalbey*) on the Beverly line; this happened on the last day of May.

In the hurry and confusion in which we live today, I felt that such courtesy deserved a word of praise."

DOROTHY WILDEY,
337½ N. Heliotrope Drive, Los Angeles.

REMARKS



QUICK ACTING MOTORMAN . . .

"I want to tell you how motorman 269 (J. L. Zellers, Div. 5) saved a boy's life this afternoon by his quick and skillful operation of his Inglewood car.

"At 3:15 I was waiting for a north-bound Inglewood-Hawthorne car at Crenshaw and Redondo Boulevards. As the car rounded the curve a boy of about fourteen, thoughtlessly stepped directly in front of it on his way to the Florence Avenue bus waiting there on Crenshaw. Only this motorman's lightning-quick action in applying the emergency brakes saved the boy, who leaped back but would not have been quick enough if the motorman had not already stopped the car."

(Miss) DOROTHY MALONE,
307 Main St., El Segundo, Calif.

From Our Mail Sack Also Come Letters of Commem- oration for . . .

Trainmen

J. L. Williams, Div. 1
A. T. Holland, Div. 3
G. L. Beckstrom, Div. 1
O. D. Clement, Div. 5
V. W. Hankins, Div. 1
M. A. Fulkerson, Div. 4
R. F. Shepherd, Div. 5
M. O. Greer, Div. 3
H. E. Andersen, Div. 1
M. C. Smith, Div. 4
R. L. Rotman, Div. 5
D. MacTaggart, Div. 5
D. V. Johnston, Div. 5
J. W. Bell, Div. 5
C. Larson, Div. 3
J. W. Kasbeer, Div. 3

P. J. Bowlsby, Div. 3
E. M. Stewart, Div. 3
O. D. Cox, Div. 3
C. S. Hoefeld, Div. 5
E. E. Sooy, Div. 3
G. W. Loff, Div. 3
C. L. Burroughs, Div. 3
H. G. Shipp, Div. 3
A. R. Burk, Div. 3
O. J. Yunker, Div. 3
R. E. Penney, Div. 3
G. S. Nixon, Div. 3
W. T. Skinner, Div. 3
C. H. Wheaton, Div. 3
M. M. Dade, Div. 3
E. J. Wegner, Div. 3
R. F. Webber, Div. 3
G. F. MacMillan, Div. 3
N. M. Metz, Div. 3
S. L. Foose, Div. 3
V. J. Eulberg, Div. 3
E. C. Fisher, Div. 3
M. D. Porter, Div. 3
G. J. Bannister, Div. 5.
P. R. Mossman, Div. 1
J. P. Longbotham, Div. 4
L. T. Campbell, Div. 5
J. T. Ball, Div. 4
J. E. Kenney, Div. 1
M. F. Hurst, Div. 1
R. H. Minniear, Div. 4
P. Winkelhorn, Div. 3
A. D. Bryce, Div. 4
C. W. Meyer, Div. 4
S. R. Harrington, Div. 4
H. Russell, Div. 5
W. H. Schroeder, Div. 5
J. Waddell, Div. 5
V. H. Boone, Div. 5
L. W. Landsdowne, Div. 5
C. E. Burton, Div. 5
B. W. Koerner, Div. 5
E. G. Humberger, Div. 4
C. C. Boland, Div. 4
R. E. Priest, Div. 1
C. F. O'Malley, Div. 4
H. J. Haupt, Div. 3
B. H. Dean, Div. 3
L. F. Beeson, Div. 4
D. W. Ryan, Div. 5
C. H. Duncan, Div. 1
L. C. S. Brown, Div. 3
E. A. Boynton, Div. 1
O. F. Lange, Div. 4

W. P. Perry, Div. 3
F. W. Hendershot, Div. 3
A. W. McKeel, Div. 1
J. Corsen, Div. 3
W. A. Clark, Div. 3
A. R. Burk, Div. 3
W. D. Potts, Div. 3
D. K. Powell, Div. 3
C. M. Neal, Div. 3
Wm. Phelps, Div. 3
W. P. Trabue, Div. 3
C. W. Parrott, Div. 4
E. V. Athenous, Div. 1
D. E. McCarter, Div. 3
T. N. Willis, Div. 3
J. W. Bell, Div. 5
W. Watson, Div. 5
R. Enfield, Div. 3
H. L. DeuPree, Div. 3
G. W. Hargrove, Div. 1
E. W. Park, Div. 1
G. M. Brown, Supervisor
W. C. Thorman, Div. 4
F. F. Favour, Div. 4
L. J. Gable, Div. 4
E. B. Adams, Div. 3
L. W. Martin, Div. 3
H. D. Grush, Div. 3
A. W. Ehlers, Div. 1
K. G. Crownover, Div. 1
R. R. Malott, Div. 4
A. C. Jones, Div. 5
A. R. Peterson, Div. 3
C. H. Alwes, Div. 3
H. N. Caress, Div. 4

Operators

C. F. Stansbury, Beverly
C. W. Dean, Florence-Soto
F. D. Odom, Lincoln Park
W. P. Eunson, Figueroa
E. S. Johnson, Western
U. T. Strong, Wilshire
D. G. Barstow, Wilshire
S. A. Hamilton, Crenshaw-Vine-La Brea
C. D. Bird, Crenshaw-Vine-La Brea
D. L. Gladwell, Manchester
W. J. Cadd, Washington Blvd.
J. W. Faught, Normandie

Goings-On of Clubs and Vets

RETIRED EMPLOYEES



By D. L. GRAGG, *Secretary*

On June 20th, through the kindness of Mr. Turley, Electrical Engineer, and Mr. Howard Jones of the Electrical Department, we were shown very interesting moving pictures in technicolor taken by Mr. Jones on his trip to Bryce Canyon, Grand Canyon, Yellowstone Park and other places, and they were enjoyed by those who have had the privilege of visiting our National Parks as well as those of us who have not seen these wonders.

Mr. R. B. Hill gave a short talk on Honolulu and expressed his pleasure at being able to meet the many former friends at this meeting.

With this meeting, we come to the close of our sixth year as an association, during which time we have had many interesting programs.

President McRoberts expressed a wish that the men would all be able to return to our September meeting.

VETS CLUB

By E. J. ROCHE
Publicity Chairman

The June meeting, held in Patriotic Hall on June 13th, was conducted by the Order of the Sword, with Grand Master H. F. Nelson in command.

Although LARY business pre-

vented many members being present, there was very good attendance, and all enjoyed seeing our fine young comrade I. C. Freivogel display his ability as a rough rider. When the evening's fun was finished, both Frei and the "goat" were "all in"; and believe me, Frei is absolutely O.K.

Active steps were taken to the end of closer co-operation between the Club and its Auxiliary.

Because of vacations, hot weather, etc., it was decided the Club will be "dark" during July and August. Therefore, the next regular meeting will be held in Patriotic Hall at 8:15 p. m. Tuesday, Sept. 12th.

Following their meetings on the 13th, the Club and its Auxiliary adjourned to the dining room to enjoy delicious light refreshments.

Miss Mary MacKichan, a guest, was the winner of the Mystery Package.

The appropriate Flag Day table favors were made by clever Gladys Taylor.

The entire evening was so thoroughly enjoyed by all present that it came to an end much too soon.

MOTORCYCLE CLUB

The Coach Operators motorcycle club held its seventh monthly meeting recently at the home of E. F. Flanders. Those present were P. Weldy, J. Polhamus, D. Smith, E. E. Sleeth, J. G. Mothersbaugh, J. Stone, A. Slocum, J. Smith and E. F. Flanders. The winner of the destination run was P. Weldy who received a fine trophy. E. E. Sleeth captured the booby prize. After this contest all members met at Centinella Park in Inglewood where Mrs.

Flanders had a nice buffet lunch awaiting them. Volley ball, ping pong, and horse shoes did not tire them out so they went to South Gate Park and finished up on tennis. The next meet was scheduled for July 2 at Big Bear Lake under the direction of G. Mothersbaugh. Motorcycle riders in any coach division wishing to join this club are asked to contact J. Polhamus, No. 796, Wilshire.

SOCCER CLUB

The annual general meeting of the club was held at Osborne's Cafe, 6306 So. Broadway. About 40 members were guests of the club to a "Fish & Chip" dinner, previous to the meeting. The event was a huge success, Mr. Osborne putting on an excellent meal. Mr. B. Timbs presided at the meeting, and reports were made about the financial and general state of the club. Manager Tom Calderwood stated that in its first year, the club earned the right to qualify for the final championship play-offs, losing out by a narrow margin. Two of the club players, P. Vanderplas and H. Shepherd were chosen on the "All Star" team, and were awarded scrolls by the league.

The first card party on May 27th had been a great success, and over 200 people attending. A program to hold another card party, and for a big picnic to some local park, was to be arranged. Dates for these events will be posted. On July 18th, the club will compete in the soccer contest at the Scottish Clan games in Santa Monica.

Mr. J. T. Watts presided during the election of officers for season 1939-40. The new officers elected were:

Hon. President, E. E. Kenway;

Hon. Vice-President, H. E. Jordan;
Hon. Vice-President, J. T. Watts;
Hon. Vice-President, Jas. Murray;
President, B. E. Timbs; Vice-Presi-
dent, W. B. Wilson; Manager, T. C.
Calderwood; Secy.-Treasurer, S. C.
MacKenzie; Trainer, F. Buhrman.

Training for the new season starts
in August, and employes are urged
to get in touch with any of the offi-
cers if they want to try out for soc-
cer. Practise games are played at
Vernon Yards every Wednesday
evening at 7:30. Everyone is assured
of a hearty welcome.

VETS AUXILIARY

By ELLA M. HOYLE

The regular meeting of the Aux-
iliary was held June 13 at Patriotic
Hall, with the attendance 100%.

At this meeting it was decided
that due to hot weather, vacation
season, etc., there will be no meet-
ings during July and August. How-
ever watch for notices in the Out-
let for social events, which we ex-
pect to plan for these dark months.
We hope to have a good turn out
at these events.

Meetings will be resumed Tues-
day, September 12th. Keep this
date in mind. We hope to see you
after an enjoyable summer.

LARY POST 541 AMERICAN LEGION

By R. H. MANNING
Publicity Chairman

As you know June 14 was Amer-
ican Legion Day at Hollywood Park
race track and proceeds from tickets
sold went to the Legion Service De-
partment. Comrades Brehm, Nowalk,
Marques, Marceau, Coverdill, Det-
rick and Cattel did a fine job by put-
ting L. A. Railway Post out in front
by selling \$487.00 worth of tickets.
Members of the Post extend their
thanks to the Management of the
Los Angeles Railway for granting
us permission to sell on the "5" line
from 67th Street south, that day.

At the last meeting of the Post
nominations for officers for the new
year was opened and will continue
at our next meeting followed by
election. As our space is limited I
will not try to give you the nomi-
nees this issue but next issue you
will hear who are the new officers
to lead the Post through another
big Legion year.

Executive meeting was held Tues-
day, June 27 with a good turn out
and several important subjects were
discussed to bring before the Post
at regular meeting which will be
held Monday, July 3. As our regu-

lar day falls on the 4th of July it
has been set ahead one day. Don't
forget Comrades, this is the meeting
that you elect your new officers so
let's all be there.

Comrade William V. McCafferty
has transferred from Sunrise Post
and will be welcomed into 541 next
meeting. Glad to see you with us,
McCafferty.

The Post made its semi-annual
school awards at Berendo Junior
High, Friday, June 23. Comrade Ed
Roche delivered a fine talk on
Americanism and the audience was
really interested. Thanks to Ed and
to the nine who turned out to help
make this one such a success.

See you Monday, July 3.

AMERICAN LEGION AUXILIARY

By MARIE MANNING
Publicity Chairman

Members of the Unit take this
means to thank all employes of the
Los Angeles Railway and Los An-
geles Motor Coach for their won-
derful cooperation on Poppy Day,
May 26. It was a grand sight to
see them all turn out with a Flan-
ders Poppy.

On Friday, June 23, the Unit
joined, with the Post in making

*LARY American Legion Post Presents Semi-Annual Citizenship Awards
at Berendo Junior High School.*



School Awards to the second and third boy and the second and third girl. This makes our third award and it is getting better each year thanks to the eleven ladies that were present.

We are glad to welcome Mrs. McCafferty, formerly of Sunrise Unit, into Unit 541.

Next regular meeting of the Unit will be held Monday, July 3 in Roosevelt Hall in Patriotic Hall at 8:00 p.m. sharp. There will be a short business session and then nomination and election of officers for the new year. Don't forget the time, date and place and let's have a big turn out.

We were very glad to see mother Carleton back at our last meeting after a long vacation.

WOMEN'S CLUB

By MRS. C. A. EVANS

MISS Kristine A. Segulyev, instructor at the Hollywood High School, gave an illustrative talk on flowers at The Los Angeles Railway Women's Club meeting on June 1. Miss Segulyev demonstrated the charm that can be attained through balance, rhythm and size of floral arrangements.

Mrs. F. W. Sommer, Miss Alaska Sommer and Mrs. H. H. Jackson served refreshments at the close of the meeting.

As chairman of the Ways and Means Committee, Mrs. S. T. Brown was hostess at the club's first night card party on June 10. Members, their husbands and guests enjoyed an evening of games. First prizes were won by: Miss Verna Ellis and Mr. W. A. Maitland in Bridge, Mrs. H. L. Griffith and Mr. J. F. McCormick in Five Hundred, and Mrs. S. J. Ormston and Mr. E. D. Love in Bunco.

Master Robert Sweed entertained with a cornet solo.

Refreshments were served by Mrs. S. T. Brown and Mrs. A. P. Rucker and their committee.

Mrs. H. D. Lawson, Mrs. E. K.

Urban and Mrs. Carl Larsen greeted the members and guests as they arrived to attend the regular club meeting on June 15.

The Clubrooms were decorated with many lovely flowers that were brought by Mrs. J. T. Watts, Mrs. A. H. Middleton, Mrs. E. V. Athenous, and Mrs. F. E. Kimble from their gardens.

The Dramatic Club, under the direction of Mrs. J. F. McCormick, presented a play entitled, "The Wrong Baby." The characters in the play were: Mrs. C. A. Evans, Matron of a day nursery in a poor settlement; Mrs. A. H. Setterberg, the niece that had charge of the nursery during the matron's absence and delivered the wrong babies.

Mrs. L. E. Saucer, Mrs. L. F. Robinson, Mrs. L. M. Coe and Mrs. J. T. Watts dressed as an Irish woman, a German, a Negro and an Italian, created amusement with their babies, costumes and dialect, as did Mrs. C. E. Kriss and Mrs. J. F. Carlin dressed as young girls. As usual, the play ended happily, with each mother in joyful possession of her own baby.

Mrs. E. V. Athenous, Mrs. M. S. Thomas, Mrs. E. K. Urban, Mrs. W. S. Slade and Mrs. A. H. Middleton, the refreshment committee, had the opportunity to be one of the first to use our new Norge, and did so by serving a delicious molded salad, little sandwiches and ice tea.

Regular club meetings will be discontinued until the latter part of September.

A card party and luncheon is scheduled for Thursday, July 13, at 12:30. Come and bring a prospective member. Cost of the luncheon is 35c. Make reservations not later than July 11 with Mrs. W. G. Clardy, REpublic 7566 or Mrs. S. T. Brown, CRestview 56532.

A Catalina trip is planned for the club members and their families, Sunday, August 13. Reservations must be made not later than August 1 with Mrs. A. P. Rucker, ANgelus 13994.

HEADED FOR THE FAIR



Donna Lee Adams, petite dancer and daughter of Trainman D. L. Adams of Division Four, is headed for the San Francisco World's Fair where she has accepted a contract to entertain with her well-known, sparkling dance creations. Donna Lee has enjoyed an unusually successful career locally.

CREDIT UNION NEWS

The Los Angeles Railway M. & E. Credit Union No. 2770 has, at the end of thirteen months of operation, made an enviable record both in savings and loans. At the end of this period there were 470 members and 404 accounts on the books, the joint accounts making the difference in these figures. Over this period almost \$19000 has been paid in on shares. With a large amount of money loaned paid back and then put to work again, the loans thus far total over \$29000.

The necessary papers for the taking in of employes at Vernon Yards have been sent to Washington and as soon as they are approved, which will be a matter of a few days, this Credit Union will begin taking in members, receiving shares, money and making loans, from these new members.

Division Activities

DINNER TIME



Setter owned by Operator Owen Sherlock, (Division 1).

in the number of our men being injured. A. L. Sherman, on going out to board his car, slipped into the pit, breaking his shoulder, while L. W. Kern and J. Viellenave did the same thing, but were lucky to escape with only a shaking up. W. C. Steele, also fell and bruised his arm badly. All are back to work, with the exception of A. L. Sherman, who will be off duty for some time.

At present we have the following men on the sick list: E. T. Smith, A. A. Lithgow, W. T. Kime, J. E. Crawford, and W. Huenergardt.

Motormen J. E. Kenney and T. H. Peterson have returned from the sick list.

Our sympathy is extended to C. L. Bond, who lost his mother, and O. E. Brown, on the death of his wife, and C. N. Chapin, on the death of his wife.

Conductor C. H. Johnson told an amusing little story. A student conductor boarded his car one evening. Just to be friendly and make conversation, Johnson said, "I hear they had a shake-up at Division Five." The student's eyes became very large and he asked quickly, "Was it serious?"

Motorman L. H. Shallcross has been assigned to the Instruction Department, and Jack Pugh to Vernon Yard for temporary duty.

The following men have returned from vacations: L. E. Adkins, D. A. Nylander, J. T. Hoffman, and E. R. O'Neill.

A. C. Lomax is taking time out to help take care of the new arrival in his household. Thanks for the cigars.

Motorman A. J. Rosenstein has

come to the conclusion that a dog has more lives than a cat. While operating his car, he hit a dog. It was caught under the car and when the owner arrived on the scene, and saw the condition, he decided to shoot the dog. He fired two shots at the dog. Motorman Rosenstein backed up the car, and when the dog was released it ran away, believe it or not.

We are glad to hear that Mrs. C. A. Wells, wife of motorman Wells, is progressing nicely after a serious operation.



Division Three

L. VOLNER

It's beginning to look like old times around this division with so many new men and a great many former employes added to our force since May 10th. With all these new men, in fact, about one hundred, some of the old-timers are clamoring for a general line choice, but in conversation with Mr. Healy, were advised that such a thing would be impossible at this time, as many of these new men are qualified on one line only. We also have more runs than men at present, and it would be impossible to get many runs out if it was not for the fine cooperation of the men who work night runs helping with A. M. trippers, and those working early day runs helping with the P. M. trippers.

So it can be seen that a general choice at this time would take more men than are now employed. When it does come, those now on the extra board will have a regular run and the extra board will be



Division One

R. C. RUGGLES

By the time this article will be read, our long looked-for General Choice will have taken place and be in effect. New schedules on the "R" and "S" Lines were the changes at present.

These past few weeks have been trying to all, but with the splendid cooperation of the men, everything ran very smoothly.

This would be a good time to remind the new men—Safety First—but secure plenty of witnesses if there is an accident.

J. H. Schrader, upon returning from a Sunday evening visit, found his house had been entered, but was fortunate to find nothing had been taken, the burglar evidently having been scared away.

The past month has been unusual

composed of an entirely new bunch.

Many men have been requesting leaves of absence, but under the present conditions it has been impossible to grant these. Quite a few are getting their regular vacations of one week and that is all that can be spared at present.

With so many men now breaking in we would like to impress upon them the necessity of reporting for duty on time. If you are late at the car house, the office is at times in bad shape to fill your run, and if you miss relief, you might cause that man to miss out on a relief he should have made. If you should miss out, come to the division at once. If you miss a relief, phone to the division as soon as possible.

On the 14th of June, Manager W. H. Meloy of our baseball team managed to get twenty men out to the Highland Park Playground for a practice game and to look over the material among our new employes. Mr. Meloy says he now has a swell team, and among the new men Messrs. W. S. Staal, M. W. Whitney, W. Bestwick and J. B. Wilde did some outstanding playing.

We don't know at this time just when the regular schedules can be started again, but just as soon as enough men are broken in so our ball team can have Sundays off, play will be resumed.



Division Four

C. J. KNITTLE

This Division, the smallest of the four rail Divisions, houses four main lines, the A, J, P, and 3 Lines. Its trainmen personnel numbers between 450 and 500. Yet, in spite of its size, Division Four is the scene of great activity. Scores of new trainmen have recently been broken-in, schedules have been changed at frequent intervals, four



"I wish to report a hold-up man carrying a changer attached to a belt!"

line shake-ups were held in the past few weeks and a general choice of runs was anticipated about July 1.

Superintendent B. B. Boyd has requested that his very sincere thanks be conveyed to all Division Four trainmen for their excellent cooperation during the past month. "The majority of men worked long hours, sacrificing rest and recreation in this emergency," he said, "and I want them to know I truly appreciate their efforts."

Lady Luck rode with Student-Conductor W. H. Murray on Monday, May 22. Murray had worked

over eight hours on an "A" Line run when he discovered he had lost his wallet containing the collected currency. Then he recalled hearing a peculiar noise when he flagged the curve at 24th and Hoover. Turning the changer over to his instructor, Murray hurried back to the corner and was looking for the wallet when a man stepped up and asked him if he had lost something.

"Yes," replied Murray, "A bill fold containing a lot of money."

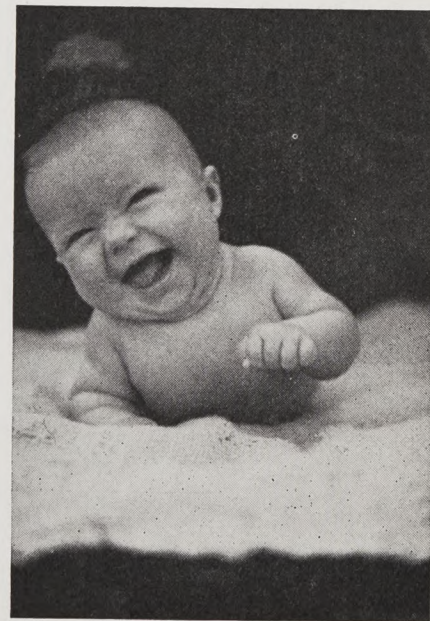
"Is this it?" asked the man, producing the wallet.

"Yes!" gasped Murray, "Where did you find it?"

"Out there in the street," he replied, "I saw you drop it but I couldn't stop you. I've been trying to find out where the car barn is located so I could turn it in."

The purse contained \$53. The man refused a reward.

Conductor Bob Carroll hurried from the Division lavatory one recent morning. A few minutes later he remembered leaving his changer therein and rushing back, found it right where he had left it—minus six dollars in quarters.



Jacqueline Carol Auker, 3 months old daughter of Motorman (Division 4) and Mrs. L. F. Auker.



16th Street Coach

CHARLES H. HARDY

R. B. Templeton returned with his family from a vacation spent in Texas and Louisiana where they enjoyed bathing in the Gulf and feasted at old fashion barbecues. Huge mosquitoes were plentiful in some places but did not ruin the vacation. Templeton examined coach transportation in his home town and decided that our operators were far more privileged.

Now that F. W. Pope has a half acre of ground he is considering a cow and six chickens as a start into extensive ranching. E. E. Langworthy who has a much smaller ranch received a pleasant surprise when his goat had quadruplet kids.

A lady boarded a westbound E. 9th Coach piloted by Al Hitch at Arizona Avenue recently. She informed him that in transferring east-bound at 8th and Soto she had lost her purse. Al agreed with the lady that there was only a slim chance that she would find it. Arriving at Soto she found her purse still containing \$25 almost at the feet of a half dozen persons waiting for the coach. It had lain there for at least 45 minutes in the late afternoon. Al also tells of a lady, loaded down with luggage, boarding his coach at 7th and Los Angeles. She handed him a \$20 bill and asked for a one way ticket to Tulsa, Oklahoma. She had been somewhat misinformed.

G. I. Gurnea is teaching Al Kaplan to ride a surf board and the novice is doing well. However when Al gave his interpretation of the Spirit of Spring, while riding double, it was Gurnea who got the skinned shins.

New men on Wilshire are: W. W. Nichols, J. H. Brumby and B. J. Bostwick. On the yellow lines the new men are: C. R. Beck, H. L.

Stoner, A. E. Turton and E. K. Hooper.

H. V. Slocum is wondering whether there is a jinx tied to his motorcycle. In a recent accident his right leg was broken in five places. A few weeks ago J. Plum borrowed the same motorcycle and was painfully injured in an accident.

B. Elworthy, well known in this Division, has transferred to the streetcars at Division 4.



Judith Rae, 22 months old daughter of Coach Operator K. R. Handley (16th Street).

GARAGE

The big event of the month was Joe Crawford's expedition to Catalina. It being his first time away from home, he missed the last boat. Joe faced two ordeals. The first was when Mrs. Crawford and Junior finally found him after frantically searching for him at boat time and the second was when he faced the gang Tuesday morning several of whom made the same trip but were better informed about schedules.

Frank Ralphs has the hot dog concession at the Vernon Yard ball park where he assembles luscious hamburgers, with or without meat.

Although we had predicted that "Chick" Jackson's boat would be launched sometime in 1969, that event took place a few days ago when it received its first salty dip. It is reported that D. J. Sullivan has graduated from kayaks and is now putting a power job in shape.

The Parkers have purchased several new things recently including a shiny new gas buggy.

L. A. McDonald from Division 4 is the new man in this department.

George Riggs claims to be the best fisherman on the Third Shift as he really brings them home. J. Carmichael only brought two fish home the other day and claimed that someone had stolen the other thirteen from him. Too bad, because it is reported that Carmichael's fishing days are almost over. Nothing has been heard from veteran fisherman Joe Riedel who has either given up or cannot compete with the stories.

At the time of this writing Earl Hansen was expected back on the job after several weeks absence due to an unfortunate eye injury.



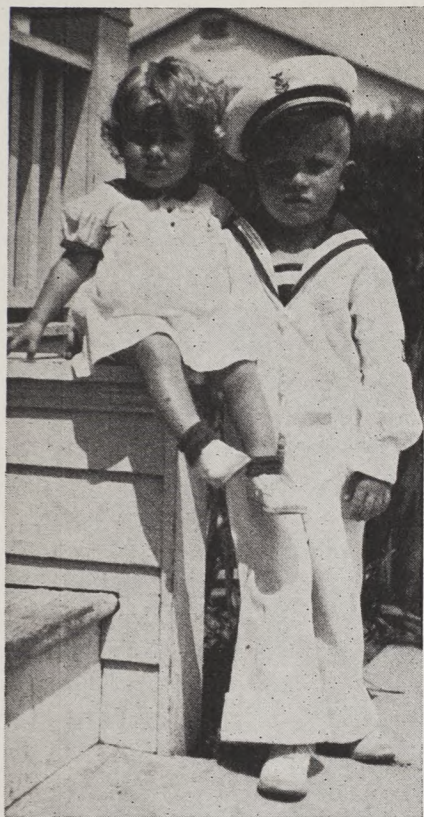
Division Five

FRED MASON

With the two line choices on Lines "U" and "V", which followed immediately after the general choice taken care of, we are getting back to normalcy, and when the eighty new men who are breaking in are qualified on all lines we will be right there. The past two months have been a trying period for all and our Division Superintendent, Mr. W. H. Snyder, wishes to express his appreciation to everyone for the splendid way in which all responded to and carried on during this emergency.

Conductor Conrad Dick is back from a three weeks trip to Vancouver, British Columbia, where he en-

THEY'RE ALL DIVISION 5's!



(Above) Sylvia Donna, daughter of Motorman H. M. Ruiz (Division 5).

(Left) Janice Elaine, 1½ years, and Donald, 4 years, daughter and son of Conductor (Division 5) and Mrs. B. D. Billings.

(Right) Charles Wasner, 10 months old grandson of Motorman (Division 5) and Mrs. W. C. Honey.



countered plenty of rain and snagged very little fish.

When Conductor Herman E. Schultz misses out it's news, as it was in October, 1935, he last did so. This time he ran out of gas at 128th Street, ran four blocks to where a friend lived, woke him up to drive him to the barn and arrived just five minutes too late.

We were all glad to see our old superintendent, Mr. T. Y. Dickey, when he walked in on us on June 1. Accompanied by Mrs. Dickey, he left Los Angeles on October 5, 1938, for Flint, Michigan, via San Francisco. At Flint, Michigan, he picked up his new Buick Eight, drove to Florida. February found them in Havana. In April they left Florida, visiting Washington, D. C., New York City, and of course the World's Fair, then Boston, Quebec, Montreal, Niagara Falls, Detroit, Cheyenne, Salt Lake City, through Bryce and Zion Canyons, and then back home to Los Angeles. Both Mr. and Mrs. Dickey had a wonderful time, and it goes without

saying they are glad to be back in Los Angeles.

Clerk Receiver V. M. Muckenthaler is pinch hitting for Mr. C. A. Carrigan, who is going to be away from his duties for a month and will be on a vacation in Minneapolis. Extra Clerk Receiver L. M. Simmons is taking V. M. Muckenthaler's place.

The boys of Division Five join in expressing their heartfelt sympathy to Motorman H. S. Lindley, whose wife passed away on May 30, and to Conductor C. O. Ashton, whose wife passed away on June 16.



Division One

Anyone driving out past the Soldier's Sanitarium near Olive View, should drop in and visit "Bill Christmas". Bill would greatly appreciate having visitors any day between three and five P. M.

R. E. Jones returned to work feeling much better after a two-week sick spell.

"Tommy" Hartley has also returned to work, after being off sick for two weeks.

The following is the list of names of new car cleaners, who are replacing the men who transferred to the Operating Dept., P. R. Davis, M. N. Green, J. C. Lockhard, W. O. Mace, J. L. Smith, H. L. Underwood, W. R. Warren. We're glad to have you with us, fellows.

Division Two

It looks as though the new shake-up of Flagmen and Watchmen will take away all the old time Mechanics, who have been here for years. They are going to be Flagmen.

George Ramsey seems to be himself again. After so many disappointments, he actually went fishing and brought home Barracudas—for the boys to see. (Fire Sale at the Fish Market?—eh George).

Division Three

G. Trener is spending his vacation seeing the West Coast and Pacific Northwest.

Bud Magin is getting all pepped up to buy a new Plymouth.

G. Atkins is going fishing during

his vacation.

L. Ferguson is the new relief Assistant on nights.

W. Haviland and D. Overturf are the new boys on nights.

C. Binkiewicz and Tom Hubbard still ride the Daylight—from Hawthorne to Division Three.

Tiny Hunter of the Line Department and Tiny Wescombe of Division Three had their pictures taken together. Poor Camera. 515 pounds in one picture. Well, part of them are in the picture anyway.

Division Four

Frank Markley has finally proved that he can catch 'em. He brought in a nice catch of Barracuda recently from the Sierra barge.

T. Watts is spending his 1938 and 1939 vacation at Sequoia.

J. Inman, George Smith, F. Markley and J. Campbell competed in a hot bowling tournament recently with Markley and Campbell winning by a small margin. It will cost the losers a dinner.

O. Howard is back at Division Four, after being loaned to Division Five for several months.

E. V. Athinour and G. N. Bratsberg are the new car cleaners. Welcome to our gang.

"Danny" Parker and his new bride spent a week's honeymoon at the World Fair in San Francisco.

Division Five

Jim James followed suit and got him one of those new houses.

H. Compart and wife are visiting her sister in Redwood and taking in the Fair.

Fred Shaw went to the ocean with the full intention of catching some fish. Imagine his surprise when upon arrival he found that he had left his pole and tackle home.

W. H. Greenwood went rabbit hunting at Lancaster recently. He must have had good luck, as he received a box the same week with a plush rabbit in it. He has all the neighbors afraid to leave their

homes during target practice and those marks you see on the target are made after he takes it down.



D. S. COBURN

The LAMOCO Pistol Club has entered the field of marksmanship in a big way. Several new members have recently turned in scores that put some of the old timers to work protecting their laurels. The club is developing a team that will meet all-comers and be real competition. This is the time of year when the fellows like to get outdoors and a little competition on the range is good in helping to keep the old eye sharp.

At present there is a membership drive in progress and new men are cordially invited to attend the shoots, the schedules of which are shown on the bulletin boards at Wilshire and Virgil trainrooms. Come out to the range and try your luck. The Rangemaster will supply you with all necessary information if you are unfamiliar with range procedure. This club was formed for the purpose of promoting good fellowship and sportsmanship among the employes of the Los Angeles Motor Coach Company and you are urgently requested to take advantage of its facilities.

Operator R. E. Johnson is proudly displaying his nearly new Pontiac to his friends, and Bob Dunning, Mechanical Dept. is on his way East to drive a new Studebaker home.

Supervisor George Dickerman has also had some fine luck with the rod and reel as twice during the last few days he has supplied the boys at Virgil with a mess of halibut and barracuda.

The soft ball league comprised of the safety groups are in full

BASEBALL REOPENS

After an eight weeks shutdown due to the change in rail service from one-man to two-man cars, necessitating scores of trainmen-ballplayers to work Sundays, LARY Leaguers will reopen their current season Sunday, July 9, playing three seven inning games each Sunday for the balance of the season which will end August 27. The games will start at 9:30 a.m., 12, and 2:30 p.m. A pennant will be awarded the champions. The order of the July 9 games will be: Coach vs. Shops, Vernon vs. Division 3, and Division 4 vs. Division 5.

SOFTBALL LEAGUE STANDINGS

Up to and including June 16th:

	Won	Lost	Pct.
Garage	3	0	1000
South Park	3	0	1000
Electricians	2	1	666
Coach	1	2	333
Coach Cleaners	0	3	000
Division 4	0	1	000

LEADING BATTERS

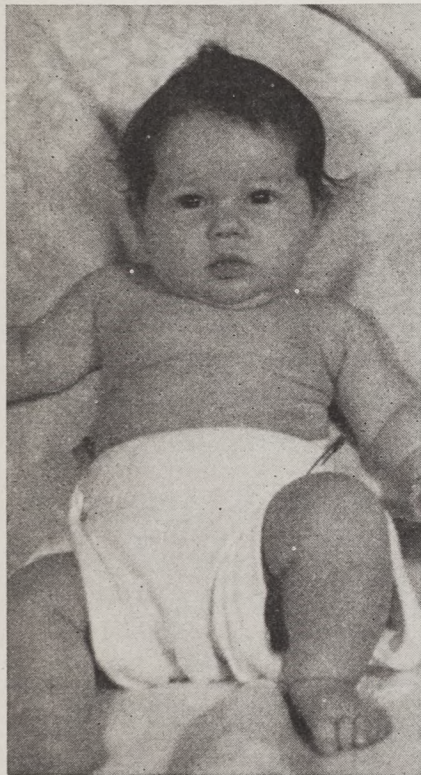
Leading batters in teams having individual batter's trophies:

Garage	A.B.	H.	Pct.
Claudino	2	2	1000
Perks	1	1	1000
Lockridge	7	4	.571
Lehman	9	4	.444
Turner	9	4	.444

Electricians	A.B.	H.	Pct.
Robison	9	6	.666
Ellis	10	4	.400
Ralphs	10	4	.400
Lane	8	3	.375

Coach Cleaners	A.B.	H.	Pct.
H. Veil	16	10	.625
Brigham	13	7	.538
Jones	11	5	.454
Shephard	7	3	.428

swing but it is too early yet to form an opinion as to which team has the championship in the bag. The games played on Sunday, June 18th, were Supervisor Musselwhite versus Supervisor Miller, with Mr. Musselwhite's group winning 8 to 6, and Supervisor Terry versus Al Tieman, with Mr. Tieman's group winning by a forfeit.



Deanna Elaine, 3 months old daughter of Mechanic (Virgil) and Mrs. Howard Wallace.

the home of his folks and he reports a swell time. However, before returning home he took a trip to South Dakota.

Another one of those long range travelers is R. J. MacMillan who made his usual visit to Salt Lake and Provo, Utah.

Of course Leonard Brown had to do something different, so he went hunting. He reports that the hunt was a success and all the termites are under control.

The little lady must have heard Charlie McCarthy state that two can live as cheaply as one and told Carl Brown about it, so they sauntered down the aisle June 17.

Going from the sublime to the ridiculous we find that Joe Marshall, J. M. Caviades, J. Linares and E. W. Bumbaugh are saying that they spent their vacations helping their wives clean house. How about it ladies, is that true?

Gene Brox is commuting between the towns of Lynwood and Los Angeles every day, now that he has gone country minded.

For latest reports on what to see at the Fair, contact E. C. Welch, and if you want any fishing "info" about June Lake, see Sammy Van Den Berg.

Those boys one sees walking around with the T-pole are the new bond testers, Clifford Oglesby and Raymond Creal.

We horticulture fans would find great delight in viewing the varieties of roses and dahlias beautifying the sod at the home of Ira J. Booth, who we hear spends his days off putterin' around that lovely garden of his.

It seems like a rather docile sport to lay a man up, and it is not the purpose of these comments to cast aspersions at the reliability or the integrity of the Medical Department, but the thought was engendered in a certain Mephistophelian mind that perhaps the physical exertion required to push that recently acquired "gleaming contrivance" to the next gas station caused the real damage. Knowledge should be gained from the "Masters of Old" who learned that "to move the mountain" was slightly beyond the limits of an ordinary man, and therefore developed the plan of taking the man to the mountain. Preliminary drawings for a combination "tank truck tow car" are being laid out, so please be patient. Likewise, the entire Mechanical Department hope for your speedy recovery, but also urge you to be patient with Nature until you are completely well.

The month's highlight was the program put on by the Shop Men. Everyone enjoyed this their first entertainment and were highly pleased. Appreciation is due Roy Blaize in charge of this presentation. As practice makes perfect, we're already looking forward to bigger and better performances. Thanks to all!

We must mention how E. C. Smith "went to town" in his fiddle playing. He got a big hand from the men.

From proper authority we learned we have two great card players in W. A. Maitland and Si Watts. The Women's Club took great pride in awarding them with the prizes in their respective games of Bridge and Five Hundred. (Sh— booby prizes—now maybe this isn't nice to exploit or explode their ability!)

They've been hot on the trail after Bob Ballard to join the Shop Band knowing he used to play in the Navy. He makes excuses saying he hasn't played in 10, these many years. Use persuasion on him. Maybe he'll be able to find that



ELECTRICAL

WALTER WHITESIDE

When it comes to vacations, M. B. Smith believes in traveling. His itinerary included all major points between here and the Noo-York World's Fair, (San Francisco wasn't big enough for him). He also took a jaunt into Canada, but to date hasn't revealed if he attended any of the Royal functions during his stay there.

P. B. Maris also headed East, but his journey ended in Colorado at



Shops
F. ARLEIGH FRAZIER

Our exemplary Superintendent of Equipment, H. E. Jordan, has been confined to his home the last few days with a painful leg injury received while playing paddle-tennis.

claim check and get his horn out of hock.

Many are going to the Fairs, but the city of the famous baked beans still beckons the strongest to Tom Fowler. He really means to enjoy his vacation in Boston for he has taken a full month's time off.

Any odd week-end jobs around? W. H. Knowles wishes to make the most of his time, not to pay off bets but to help pay off a parking ticket.

Traveling together by train are L. Griffith and Benny Umbolt Bradfield. Griffith after visiting Chicago will pick up a Ford in Detroit and then a Bradfield in Toronto.

W. Pinder is going to Canada to see the king. His invitation to come was delayed so the king will probably be gone when he gets there.

J. H. Lendy and Bill Oglesby are running neck and neck in their batting average .000 in the Soft Ball League



L. F. SPARKS

By H. I. (F. the B.) SCHAUBER,
Guest Columnist

Leslie Ferdinand Sparks, your columnist, went to Yosemite for his vacation. Leslie Sparks enjoyed his stay at the cool, sweet, invigorating air of the mountains. Ferdinand remains behind to furnish the motif for another airy little Vernon Yard column.

Carl Heffington and Charlie Shelton left for the north recently, presumably to attend a convention in San Francisco. A card from there shows a picture of Alcatraz and the notation, 'Wish you were here'. If they do not return on time some people will wonder if that wording should have been 'Wish you were here with us'. Income tax evasion, probably.

"Scotty" Anderson, Night Foreman, spent his two weeks vacation on his El Monte ranch storing up a year's supply of sunshine while laying in a hammock under one of his many fruit trees. —

Jess South has resigned to go into the ranching game in a big way. (There will be no hammocks).

Axel Weberg has taken the place vacated by Jess South; Bill Weeks is now foreman of Weberg's old gang; Clyde Burden took over the arduous duties left by Bill Weeks and Jack Cox is now a compressor operator. Quite a shake up.

Harvey Lindley likes his late acquisition, a 1936 Chevrolet sedan. He is afraid some one might steal it, or sit in it while they eat their lunch, or start up the motor so they can find fault with it. So they can tell him he got stung. So he leaves it locked. With the keys inside. (Service charge was two dollars).

LARY REVENUE FOR APRIL - MAY OPERATING RESULTS

APRIL, 1939 vs. APRIL, 1938

	1939	1938	1939 Increase + Decrease —
TOTAL RECEIPTS	\$1,028,602	\$1,011,228	+ \$17,374
Operating Expenses	850,148	874,997	— \$24,849
Taxes	75,064	77,650	— 2,586
Interest Charges	70,702	70,934	— 232
TOTAL EXPENSES	\$ 995,914	\$1,023,581	— \$27,667
Leaves Net Profit or Loss	+ 32,688	— 12,353	+ 45,041

MAY, 1939 vs. MAY, 1938

TOTAL RECEIPTS	\$1,026,909	\$1,023,083	+ \$ 3,826
Operating Expenses	931,706	900,115	+ 31,591
Taxes	80,835	75,258	+ 5,577
Interest Charges	70,077	70,967	— 890
TOTAL EXPENSES	\$1,082,618	\$1,046,340	+ \$36,278
Leaves Net Profit or Loss	— 55,709	— 23,257	— 32,452

Los Angeles Railway

