

TWO BELLS





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Cover Photo This Unusual
SPRING, 1940 photograph was
 taken in Yosemite
 by Howard L. Jones

LARY REVENUE FOR JANUARY OPERATING RESULTS FEBRUARY, 1940 vs. FEBRUARY, 1939			
	1940	1939	1940 Increase + Decrease— Over 1939
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$995,917	\$934,163	+ 61,754
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)	897,498	831,375	+ 66,123
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	78,257	75,508	+ 2,749
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,173	71,590	— 4,417
Total Expenses	1,042,928	978,473	+ 64,455
Leaves Net Profit or Loss	—47,011	—44,310	— 2,701

Looking at the Job

IT often has been said that it is the things you are supposed to do and do well in the course of your daily life that determine your salary, but it is the things you do BEYOND that which are required that bring the better things in life. This applies as well to the owner of a business as to the most minor job in the organization.

We've all heard one or another of the fine symphony orchestras and we've applauded the director and we've wondered how men could be trained to do a job so well and how the coordination of the instruments resulted in such excellent expression in music.

But that same orchestra is not made up entirely of FIRST violins. There must be some SECOND violins and many other instruments, some of a very minor nature, to produce the music ensemble as the director wished it to be. He couldn't have gotten the proper effect unless these smaller parts were present in coordination with the soloists. *Every* job in a good orchestra is an *important* job just as is every job in any commercial industry.

Up until a few years before the elder John D. Rockefeller was called to his final rest, he was generally known as anything but an example of righteousness in business or private life. He was looked upon and called the father of an octopus and was referred to by every foul name known in most of the languages of the world.

The fact that Mr. Rockefeller gave away millions for the good of humanity didn't count at all because that was exactly what he was supposed to do. We expected a man of his wealth to be a patron of education, medicine, art and all the other things rich men do. He was doing

That EXTRA Ounce of Effort Stressed as Important to Individual Success

only those things that we believed were his job.

However, during the later years of his life he started to give away new dimes to small children. There is nothing that anyone could think of that meant less to Mr. Rockefeller than to give away a dime, yet this act on his part got front-page mention in the newspapers while his donations of several hundred millions rated only small inside-page mention.

When Mr. Rockefeller died he was generally known as a benefactor . . . not because he had given *millions* but because he went beyond the sphere of what we considered his duty and started to give away *dimes*.

It was a very minor part of his benefactions that changed him from a skinflint to a philanthropist in the public mind.

Applying this trend of thought directly to our own company: there is no job with the Los Angeles Railway that isn't an *important* job. If this were not true there wouldn't be any such job. It is sometimes very much more important that a minor employe do his job well than it is for some company executive.

Here also we may apply the first statement in this story. Let us suppose a car cleaner has become a bit lax and there is some dirt or refuse in some corner of a car that is noticed by some good housekeeper. Immediately, in her mind, it becomes a fact that the L. A. Railway cars are not clean and it will take years of spotless cars to make her change her mind and every time the subject of cleanliness comes up she'll probably mention the "dirty cars," a lit-

tle thing which will do the company more harm than the combined efforts of all the executives could correct in many hours to bring back the goodwill of that one passenger and those to whom she may have told her story.

When we remember that the largest and most palatial liners that sail the seas cannot get into port without the help of the small tugboats and that failure of the tugboat would counteract all the goodwill which the owners has created by reason of the excellence, speed and comfort of the ship, we begin to realize that it is the so-called little things that in great measure determine success for any enterprise.

The platform men of the Los Angeles Railway are the company's contact with the public. It is to a great extent what these platform men do or say that determines the public's opinion of the company. The duties of these platform men are carefully laid out and set forth to each of them as they enter the employ of the company. To stick merely to these rules of operation, no matter how strictly, does not necessarily make a good platform employe. To go beyond the actual line of duty in courtesy, even when conditions are such as to indicate that a loss of patience would be but natural, is one of those things that bring goodwill from the passenger toward the company.

Practically, such ultra conduct means quite as much for the employes . . . all employes . . . as it does to the company for we must never forget that, after everything is said and done and when things are

analyzed to the very end, it is the riders on the cars and coaches who **PAY OUR WAGES.**

If there were no riders there would be no jobs, not even for executives. If riders, on account of grievances, fancied or real, should quit riding, there would be no money with which to pay wages. Every time a rider pays his 7¢ into the fare box it means that about 4¢ goes to pay wages and every time some rider refuses longer to use our cars it means there is 4¢ less available with which to hire more men.

Scientifically, the value of any

man, as an employe is determined by the amount of work he accomplishes less the number of mistakes, big or little, that he makes. We are all subject to grading by this standard.

This has been written by one who, at various times, has been in the employ of the Los Angeles Railway in minor capacities. He has been privileged to talk to shop men, car cleaners, platform men, minor executives and executives. He believes that there are still some employes of the Los Angeles Railway who are satisfied to do only those things

necessary by requirement, and that when the time comes that these employes attempt to go beyond the specified required duties to make friends for themselves and the company, many things will automatically be corrected and the company will soon have a higher place in the minds of its customers and both the employes and the company will profit very materially.

COFFEE SHOP OPENS

Recently taken over by Mrs. Katherine Poole and rechristened "Kay's Railway Coffee Shop", the restaurant on the ground floor of our main building specializes in low-priced meals of excellent quality. (Ye Editor knows, having surrounded several choice repasts there).

Homemade pies and hot bread are featured on the daily menu. Complete meals prepared by women cooks range from 30c up.

"Kay's" is open on Saturday, as well as weekdays, from 6:30 a.m. to 4:00 p.m.

TRADING POST

FOR SALE: Two 6-ply McKlaren tires and tubes 6.50 x 21 slightly used, \$10.00. Contact W. E. Jones, South Park Shops.

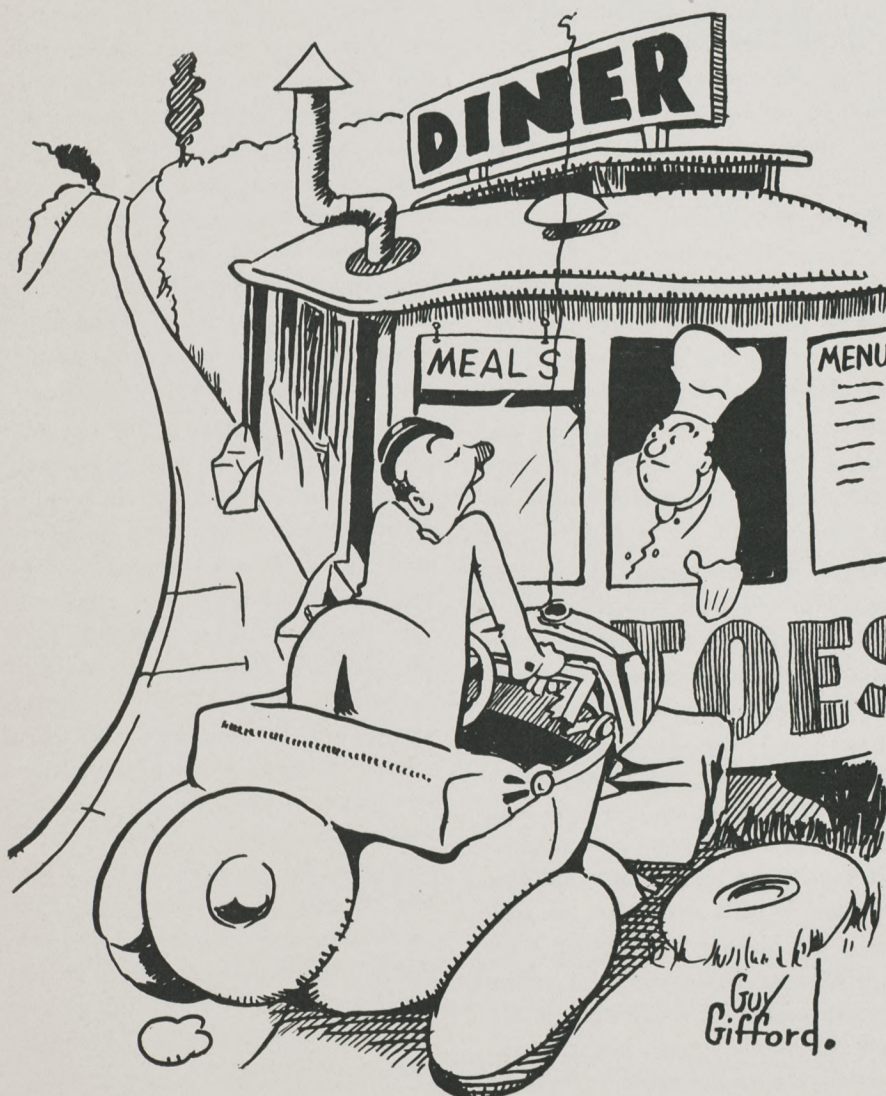
FOR SALE: Remington typewriter in first-class condition \$10.00, and lawn mower, \$1.50. Call C. H. Lewis, Schedule Dept., or AL-3089.

FOR SALE, SWAP OR TRADE: \$80.00 credit on \$100.00 stock share with Terrene Investor Inc., V. C. Pettyman, President of Investors. Call M. V. Lehmann, 16th St. Garage or 1401 W. 20th St., PR-79226.

WANTED: To organize a dance orchestra. Call W. A. Weberg, 3309 W. 71st St., PL-3265.

FOR SALE: Spanish stucco, modern home on nice lot, southwest part of town, near schools, price \$3,750, \$300 down, \$35 per month. Also 5 room frame house fully modern, in Hawthorne, on half acre near school, double garage, assessments paid, price \$3,250., \$500 down, \$35 per month. Call A. C. McFaul, 16th St., Coach Division.

FOR SALE: Sidewalk bicycle for child 6 to 9 years. \$8.00. Call Mrs. Dudley, Station 398.



"All right, wise guy! Jush whassa idea of stoppin' so quick?"

She: "Sir, I'll have you know I am marrying an engineer and a gentleman."
He: "You can't do that—it's bigamy."

Girl Friend: "I'm getting so thin you can count my ribs."
Boy Friend: "Gee! Thanks."

Library Page

Transit Proceedings Reviewed

Three Copies of the Book Here Reviewed are Available in the Library.

By L. H. APPEL,

Director of Research,

Pacific Electric Railway Company

UNQUESTIONABLY the most authoritative information on modern transit operation, accounting, engineering and related practices is the "Proceedings of the American Transit Association," published each year.

The transportation industry like all other major industries, has its trade literature consisting of various technical and general magazines, news journals, occasional books and articles on related subjects by acceptable authorities, supplemented with considerable amount of trade literature in the form of informative bulletins, books, catalogues and advertising material issued by the large number of manufacturers serving the industry. Also of great importance are the special bulletins and reports issued periodically, or as the occasion requires, by the American Transit Association for its members. However, all of this is secondary in importance to the "Annual Proceedings."

While the broad description "Proceedings" might tend to convey the impression that it is but a volume of long and uninteresting reports, in effect just the opposite is true. The "Proceedings" serve a manifold purpose as it presents the cumulative experience of all of the transit companies. It is a guide to the operating official, a reference manual for the engineer, and a text book for the student, public official, members of civic bodies and others interested in obtaining information re-

NEWEST PUBLICATIONS RECEIVED

CAN WE BUILD AUTOMOBILES TO KEEP DRIVERS OUT OF TROUBLE? V. Killick. 1940. This book presents a fundamentally new way to cut down traffic deaths and injuries through automobile design.

THE MODERN RAILWAY. J. H. Parmelee. 1940. An account of rail transportation including historical background, operating problems, and public relations.

MOHUNDRO'S NOTES ON MOTOR CARRIER ACT, 1935. Notes for a series of lectures on The Motor Carrier Act.

PLEADING, PRACTICE AND PROCEDURE BEFORE FEDERAL REGULATORY COMMISSIONS. O. L. Mohundro. 1938. The pleadings and steps in procedure appropriate in I. C. C. proceedings, and procedure before other regulatory agencies.

INDUSTRIAL SURVEYS AND REPORTS. W. Rautenstrauch. 1940. A well-organized discussion of the technical content of engineering reports.

CALIFORNIA INSURANCE CODE. 1939.

MAGAZINES

THE MODEL CRAFTSMAN. A monthly magazine devoted to the interests of model railroaders.

NATIONAL PETROLEUM NEWS. A weekly magazine dealing with the oil industry.

garding the true facts and practices of the industry.

In general the "Proceedings" do contain all of the reports of the numerous American Transit Association engineering, accounting, motor coach, claims, purchase and stores and other committees, as well as the addresses given at the annual convention by the leaders of the transit industry. But the reports are more

than mere records of committee meetings. Each tersely represents the result of a year's intensive research and study of important phases of the industry by the respective committee, with the cooperation of the combined resources and experiences of the member companies.

The addresses contained therein reflect the mature and carefully considered judgment of the speakers on many vital matters concerning the transit industry. Without exception these addresses are invaluable alike to manager, engineer, student and others by providing a summation which in fact is a review of the state of the industry.

The "1939 Proceedings" is of particular interest in that it reports the fifty-eighth convention which was held jointly in Los Angeles and San Francisco, August 9 to 16, 1939.

In the present volume some twenty important and timely addresses are recorded in full. The following review of a few of the titles will indicate the wide range of subjects covered.

"Today's Problems and Tomorrow's Opportunities" by Rufus B. von KleinSmid, President of U.S.C.; "Streamlined Accounting"; "At the Turn of a Decade"; "National Development Affecting Interurban Electric Railways"; "New Forms of Transmission"; "Transit Trends and Prospects."

A careful reading of these talks will permit of a clearer understanding of the problems facing the transit industry and the future of mass transportation.

Of equal importance are the many

technical and operating reports of the committees as well as round-table discussions of current problems. The following titles of but a few of the reports taken at random are representative of the many contained in the "Proceedings" and indicate the broad scope and nature of the subjects studied and developed by the committees.

"Problems introduced by high power demand and consumption incident to operation of P.C.C. cars and single motor trolley coaches."

"Determination of a fair method of comparing line maintenance performance."

"Wear of rail at car stops."

"Can car riding be developed?"

"Policies governing extension of service."

"Accounting problems."

In short, the "1939 Proceedings" containing some 700 pages together with its many predecessor volumes, contains subject matter of interest and value for every serious student of transportation, whether he be operating official or employe, regardless of his particular place in the industry. Here he will invariably find a discussion in some form of his particular problem.

THE ORIGINAL GIFFORD DRAWING OF THE CARTOON BELOW WILL BE AWARDED THE READER WHO SENDS TWO BELLS THE BEST CAPTION BEFORE APRIL 20.



LARCO No. 3 Credit Union Does Thriving Business in New Office.

*Left to right in enclosure:
W. G. Schmidt, H. W. Gilmore and
C. T. Moran complete a
transaction.*

—Photo by G. Laursen, Division 3.

NEWS OF LARY SICK FOLKS

By R. A. PIERSON, Superintendent of Personnel

During the month of February there were 26 employes confined to the hospital, which represents 246 hospital days. The cost of the hospital service was \$1,505.00.

Regret to report the deaths of four employes and the deaths of two former employes, as well as the death of the wife of one of the employes during the month of February. All of the employes who died were covered under our Group Life Insurance Policy, and the beneficiaries of the two former employes will be paid under the extended death benefit clause of our group policy. The employe whose wife died was a member of the Wives' Death Benefit Fund.

During the month of February there were 311 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy. We would like to call the attention of members of the Employes' Benefit Fund Plans to a paragraph in the E.B.F. Pamphlet, revised edition 6-1-38, which explains very briefly what members should do to qualify for benefits under the Group Sickness and Accident Policy, as follows: Page 8: 'An employe must be attended by a doctor within the first three days in event of sickness, in order to qualify for insurance on the fourth day; and he must be attended by a doctor on the first day in event of non-occupational accident, in order to qualify for insurance on the first day.'

OBITUARY

Milton Laforest Hersom, Motorman Division 3, died March 24, 1940. He was born in LaPorte, California October 26, 1869, and entered the service as Motorman July 21, 1899.

Joseph Jeremiah West, on the Pension Roll, died March 12, 1940. He was born in Lindville, Tennessee,

April 10, 1868, and entered the service as Motorman Division 3, November 26, 1917, appointed Flagman March 8, 1924, and placed on the Pension Roll March 1, 1931.

Frederick Elishar Gaston, on the Pension Roll, died March 4, 1940. He was born in Richmond, Massachusetts, June 17, 1859, and entered the service as Rigger in the Electrical Construction Department April 3, 1918, placed on the Pension Roll May 1, 1930.

Reginald Roland DeVado, former Conductor Division 3, died February 29, 1940. He was born in London, England August 29, 1906, and entered the service of this Company June 3, 1935, as Conductor, Division 3. Closed out on account of continued ill health November 22, 1939.

Carl August Jertberg, on the Pension Roll, died March 2, 1940. He was born in Sweden July 10, 1861, and entered the service as Carpenter, November 26, 1909, placed on the Pension Roll, March 1, 1930.

PENSION ROLL

John Patrick Kennealy, Motorman Division 5, was placed on the Pension Roll, effective March 14, 1940. Mr. Kennealy entered the service September 8, 1919, as Motorman Division 2, transferred to Division 1, June 12, 1932, and to Division 5, July 18, 1937. His present address is 4823 McKinley Avenue, Los Angeles.

Lucius Fairchild Crandell, Clerk in the Instruction Department, was placed on the Pension Roll, effective February 12, 1940. Mr. Crandell entered the service September 10, 1908, as Conductor Division 2, appointed Clerk in the Instruction and Employment Department July 21, 1923, and placed on the Pension Roll, effective February 12, 1940. His present address is 4026 Denker Avenue, Los Angeles.

APPRECIATION

Acknowledgements of appreciation for thoughtful expressions of sympathy extended them during their recent bereavements have been received by the company from Harold and Electa Gaston; Mrs. Carl A. Jertberg and family; Mrs. Jesus Ruiz and family; Velma I. Briggs and daughters; and Mrs. Helen Franke.



BEST WISHES TO:

Conductor Charles O. Ashton (Division 5) married to Mrs. Jerlean Stern on March 8.

Motorman C. F. Johnson (Division 4) married to Miss Geneva Duncan on March 8.

Conductor C. M. Christian (Division 4) married to Miss Jessie Juanita Boyer on March 10.

Conductor R. B. Alexander (Division 1) married to Miss Vera M. Nelson on March 12.



CONGRATULATIONS TO:

Harry Lee, Junior, born to Motorman (Division 3) and Mrs. H. L. Allen on February 1.

Bruce Montgomery, born to Motorman (Division 1) and Mrs. R. H. Ison on February 13.

Dianne Louise, born to Motorman (Division 5) and Mrs. L. G. Ramsey on February 17.

Edith Annette, born to Conductor (Division 4) and Mrs. R. J. Rowe on February 21.

Joseph Edwin, born to Motorman (Division 5) and Mrs. M. B. Wilkerson on February 22.

Nancy Beebe, born to Motorman (Division 4) and Mrs. Morris Leibowitz on February 25.

Priscilla Ann, born to Conductor (Division 1) and Mrs. N. L. Haskins on February 26.

Robert Lewis, born to Motorman (Division 5) and Mrs. D. R. Munro on March 8.

Michael Joseph, born to Wilshire Operator (16th Street) and Mrs. M. J. Friel on March 9.

Norman Charles, born to Coach Operator (16th Street) and Mrs. R. J. Gere on March 12.

James Gordon, born to Car Repairer (South Park Shops) and Mrs. Vesta Bell Dotson on March 14.

June Ethel, born to Conductor (Division 1) and Mrs. W. L. McFarlin on March 15.

William Wesley, born to Motorman (Division 4) and Mrs. W. W. Stock on March 15.

VETS CLUB AUXILIARY

By ELLA M. HOYLE

Circle this date on your calendar—April 13. Place: McCormicks Hall, 4601 Crenshaw Blvd. (upstairs). Time: 8:00 p. m. Card Party.

The ladies of the auxiliary extend to each and every one of you a most cordial invitation and promise you an evening of games, prizes and refreshments.

Our last meeting held March 12 was well attended, and we were happy to welcome back into our group Mrs. Esther Wickham, one of our Charter members. We had a visit from Mrs. McClurg, wife of the President of the T.U.C. We hope she will join our Auxiliary next meeting, and become one of us.

To the ladies whose husbands, fathers, sons, or brothers have joined the men's club, you are invited to become a member of our Auxiliary.

We are glad to report that Mrs. Ethel Sausser is recovering slowly, and hopes to be up and around soon.

CLUBS and VETS

WOMEN'S CLUB

By MRS. C. A. EVANS

Mr. Harry E. Englund of The Juvenile Traffic Department was guest speaker at the regular semi-monthly Club meeting on March 7.

Mr. Englund discussed "The Juvenile Traffic Offender and Parent Responsibility," stressing that to drive was a privilege, not a right, which should be respected in order to avoid accidents, penalties and possible imprisonment.

Members of the club wish to express their appreciation to the Heinz Company for entertaining us with an educational movie, showing the progress of canning and food preservation as well as, donating the refreshments, presenting everyone with a can of soup and a coupon entitling them to another free can with the purchase of two and giving the club one dime for each lady present.

Mrs. E. J. Miller, vocalist, accompanied by Mrs. A. Cousins and Mrs. H. Carroll on their guitars, one being electrical, entertained with an enjoyable musical program.

Mrs. W. C. Skinnell, Mrs. A. E. Russell and Mrs. N. E. Mackay served refreshments at the close of the meeting.

Club members enjoyed a calendar luncheon in their club rooms on March 14, at attractively decorated tables representing each month of the year.

Place cards were arranged so that each lady sat at the table of her birth month.

The following tables were decorated by: January, February and March: Mrs. W. G. Clardy, Mrs. J. M. Stanford, and Mrs. C. A. Evans; April: Mrs. E. J. Miller; May and June, Mrs. L. B. Meek; July: Mrs. A. D. Painter; August, Mrs. L. F. Robinson and Mrs. R. L. Wilson, September: Mrs. Myron Taylor; Oc-

TO THE LADIES ABOUT "FOR THE LADIES":

For several months TWO BELLS has been featuring a page devoted to women's activities. While this company is primarily one of male employes, the Magazine is for the entire family, and due to the many requests from wives and other feminine relatives, the page was inaugurated. We should like to hear from you ladies as to your opinion of the department; whether it is featuring the type of material you like and any other suggestions or criticisms you may have. Your contributions to the page are welcome at all times, and you are urged to send them in to TWO BELLS in care of Mrs. Paul Brown.

tober: Mrs. C. E. Kriss; November: Mrs. J. J. Inman and Mrs. J. W. Inman; December: Mrs. H. A. Dewey.

The judges, Mrs. J. W. Ray, Mrs. A. C. Stover and Mrs. H. C. Lang presented Mrs. Myron Taylor the prize for the most appropriately and attractively decorated table.

Mrs. C. H. Lewis was receptionist for the afternoon.

The delicious luncheon was prepared by Mrs. J. F. Carlin, Mrs. S. T. Brown, Mrs. F. O. Rowbottom, Mrs. A. P. Rucker, Mrs. E. V. Athenous and Mrs. D. J. Peterson.

Mrs. J. M. Stanford and Mrs. E. J. Miller were chairmen of the dining room and hostesses at the card party following the luncheon.

Prizes for high score were presented to Mrs. H. L. Murten in Bunco, Mrs. S. Ashworth in Five Hundred and Mrs. A. L. Peterson in Bridge.

AMERICAN LEGION

By LEO L. LEASMAN

March 19th the Post, Unit, Sons of the American Legion and our Jr. Unit met in joint session to celebrate the twenty-first birthday of the American Legion. We had a grand program consisting of a show of about three-quarters of an hour put on by Mrs. Rosalie Warr of Warr Studios of Inglewood, after which we were given some grand selections on the piano by Leonard Pennerio, who is an outstanding pianist and composer, also the Honor award winner last June at the presentation of school awards at the Berendo Junior High School. Joey, Leonard's brother sang a song composed by his brother which was fine. Leonard has played both with the San Francisco and Los Angeles Philharmonic Orchestras. He also was the winner of a contest in San Francisco. He was chosen from 250 other contestants and we are proud of him. We heard selections sung by our own Virginia Hogan, 1st Vice-President of our Junior Unit, sung as only she can sing. Next was a selection sung by the daughter of Comrade and Mrs. Hyland, and very beautifully done. Afterward we all retired to the dining room where we had plenty of refreshments. Dan Healy, Superintendent of Division 1, was one of the many guests of the evening and we were glad to have him with us.

Comrade Andy Cummings is in the National Military Home at Napa, California. Write him a card. Comrade Christmas is still in San Fernando. Drop him a letter or card addressed to Bill Christmas, Veterans' Facility, San Fernando.

We are proud of our Auxiliary who by the way are moving along by Leaps and Bounds. Before the year is out the President Bettie Leasman expects to have fifty or more members and at present she only has three to go, so if any of you ladies are eligible get in touch with any members of the Unit and they will be happy to give you any information necessary.

SQUARE AND COMPASS

By WALTER E. WHITESIDE

Festivities at the last meeting opened with a Swiss steak dinner. The business meeting was followed by the entertainment of the evening—imitation.

With Brothers Luther C. Wheeler and Gordon Seed of Division 1, and Wm. N. Gains Jr. of Vernon Yard as candidates; "flunkies" Leo Bean and Walter Whiteside escorted them before the general assemblage and "High Mucky Muck" Bill Greenwood. Throughout the evening these men proved to the general assemblage that they were brave, charitable and kind to animals.

Such a good time was had by all that it was decided to hold another as soon as receptive candidates can be found. Step up you non-members and join this live-wire club meeting the second Saturday of each month.

President Peterson acted as property man during the evening, and in order to get things ready he turned the business meeting over to Vice-President Jimmy Inman. We were

in the outer room at the time of the meeting, but judging from reports, Jimmy is sure going to town. In fact, the only thing he forgot was to introduce himself as a new bridegroom.

See you at Van's on April 13. Bring a new member.

LARY VETS CLUB

By M. TAYLOR

The next meeting of the LARY Vets Club, to be held on April 9, will see quite a few members come into the club. Let's all be on hand to give them a big welcome.

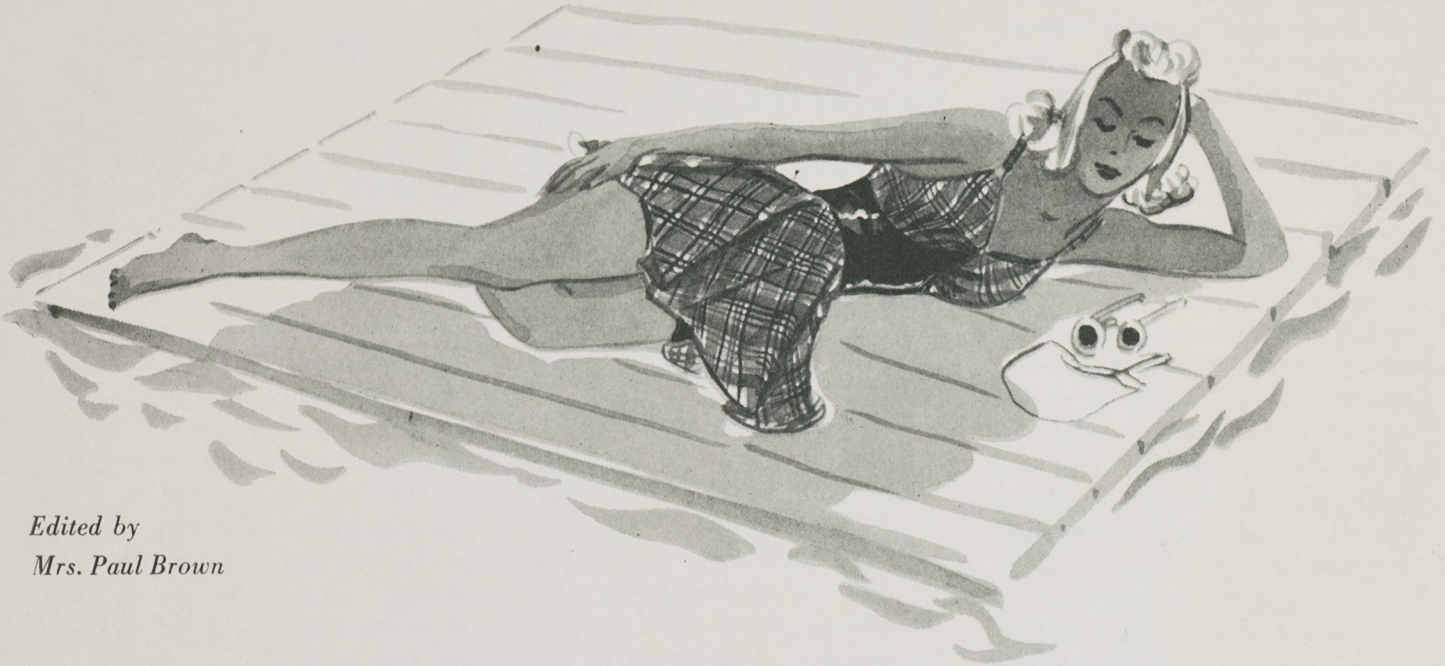
On Sunday March 17, the Color Party went over to Exposition Park State Armory to take pictures. Comrade James Aloysius Patrick Madigan was heard to remark that he had always wanted his picture taken in front of one of those big guns. "Wonder why?" After these pictures were taken we had to take Old Whiskers back to the pasture again to get him fattened up and ready for the next batch of candidates coming up in the Merry Month of May.

*"Yes, you've
told us
the officer
asked
you to
pull over to
the curb.
What we
want to know
is how
you
did it!"*



The accompanying article and illustrations furnished through courtesy of The Broadway

For



*Edited by
Mrs. Paul Brown*

California Sports Garb Called Country's Smartest

A VACATION is an investment. A change of scene is as good as a tonic. Half the fun of going places, seeing things and being seen, lies in the choice of clothes . . . play suits, swim suits, short sets, slack suits. All new, different, utterly removed from your ordinary work-a-day fashions.

Fortunately, we need not go far afield in order to find the smartest play clothes in the world. Across the nation, California fashions are preferred, with Los Angeles the chief resource. Stores throughout the country send thousands of buyers here annually to make selections. It is true that our native designers get a freshness, a fun spirit, wearability into their creations.

If you're going to Catalina, Balboa, any of the many beach spots

which abound in Southern California, you'll need swim suits. Maybe you'll choose a trim, one-piece satin lastex for actual swimming. Black, white and the new tropical prints are marked favorites. Then, just for fun, maybe you'll take along a dress-maker swim suit or two. The one sketched here for you is dramatically new and different. Of bright red silk taffeta, it has a full, sweeping ballerina skirt, a corselet waistline of bright blue satin lastex. All through the spring and summer 1940 showings, the full ballerina skirt is new, something to look for. It's flattering, feminine, slenderizing.

If you're young and trim and lithe you'll take to the new suspender shorts like a duck to water. You'll choose them in white pique with a zip fastener. Under them you

will wear a gaily striped shirt of spun rayon or of cotton. Note the long sleeves, another new note in play clothes. It's considered good form this year to go in for the pink-and-white skin, the "protected" look, rather than the mahogany tannings of past seasons. Though that's strictly optional. After all, it's your precious vacation, to do with as you please.

If you want still more "leg coverage" you'll wear the clam-digger shorts, slightly longer than the brief ones sketched here. Faded blue denim is still a big favorite. The more faded these denims become, the smarter they look.

Cotton play suits are big news. You'll see your old-time favorites, seersucker, well represented. Printed, striped and plain colored . . . often vividly colored seersuckers. In one, two and three-piece versions. Nice feature about seersucker is that it launders like a charm, requires no ironing, always looks fresh.

The Ladies . . .



Pique remains a favorite too, in play clothes. We've sketched for you a simply cut, one-piece white pique suit . . . with a difference!

That difference is the gay little cotton print pinafore apron and scarf you'll add. Pinafores are big on the summer fashion horizon. You will see them in many, many guises. They give you that youthful, starry-eyed look. They're fun to wear, to be seen in. Nor are they confined to grown-ups. Your daughter or your niece will be put into pinafores this summer. They're one of the newest and cutest style developments. Strictly a California origination, soon to sweep the country.

Slacks and slack suits go on and on. You love them. You live in them. You refuse to give them up. Your slacks may be of denim, of flannel, of wool gabardine, of spun rayon. You'll find a new attention

to detail, better tailoring, better fit, a new precision to your slacks. Your wool gabardines especially will be as well tailored as your husband's or boy friend's suit. And this season you'll wear slack suits in a delightful fabric . . . rayon jersey. They're light, cool, clinging, slithery, comfortable as an old shoe, yet smart. For your inspection, we show



you here a polka dotted slack suit of rayon jersey.

It's "Americana" in coloring, navy and white with the hood and sash in bright red and white dots. Rayon jersey has made great fashion strides because it is so comfortable. You'll

see it in white play suits, tennis dresses. You'll see it in sports shirts, long and short-sleeved. You'll see it in street skirts. You'll see it in long dinner skirts. It has the cachet of informality, so suited to our California way of living. It takes to colors beautifully. The pastels and the vivid colors are true in rayon jersey, and they stay that way, despite repeated launderings or cleaning.

It's a season of such variety in play clothes that you're bound to find exactly what best becomes you, what best fits into your vacation plans and life.

Whether you're a tennis fan, a badminton enthusiast, a swimmer, a loafer, a picnicker, a trailerite, a garden addict, you'll find your preferences have all been considered. The right clothes for the right time are yours, right here in California.

So vacation ahoy! May yours be the best ever! It's fun to feel fit, relaxed. And remember your clothes, rightly chosen, can be just as much of a tonic as your "time out." And that goes whether you're a size 14 or a 44.



SIXTEENTH STREET PERSONALITIES



Operator W. H. Atkin,
L. A. Ry.



Operator F. E. Caldwell,
L. A. M. C.



Operator S. E. Dupree,
L. A. Ry.



Operator N. L. Atkinson,
L. A. Ry.



Operator E. P. Brule,
L. A. M. C.



Operator H. W. Palmer,
L. A. Ry.



Operator P. E. Snider,
L. A. M. C.



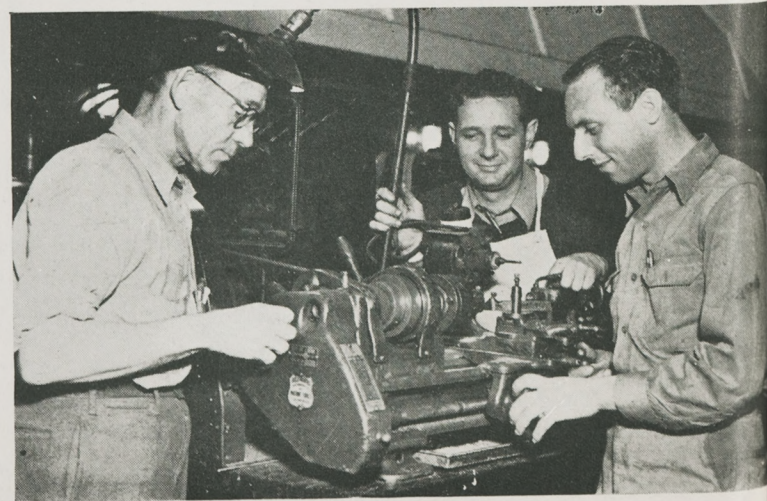
Operator R. B. Gosnell,
L. A. Ry.



Operator C. C. Jividen,
L. A. M. C.

Presenting just a few of the 600 Railwayans who keep 'em rolling out of our 16th Street Coach Division. Better than ten and a half million miles were accounted for in 1939 by this division's coaches with an excellent safety record being hung up in the process.

Responsible for keeping coaches A-1 shape, the Garage force's cooperation contributes in large measure to the smooth-running performance of Lary motized equipment. Thorough inspections and top-notch repair work combined with skilled operation has placed our coach division up with the country's leaders in city transportation service.



J. Summers, E. D. Webb and W. Wilson
at lathe.



Virginia Blue, Telephone Operator,
Garage.



N. Lane (left) and W. Powell (right)
tuning up.



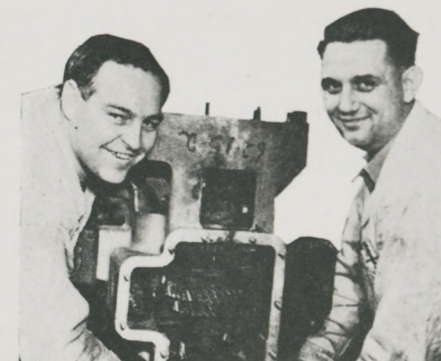
Walt Williams doing a little
checking at gas station.



R. L. Crawford at carburetor
test bench.



A. J. Jackson at White pancake engine.
(Looks like Jackson "stole the picture").



W. Nolf (left) and F. Ralphs (right)
with transmission on bench.



Earl Hansen works with
valve grinder.



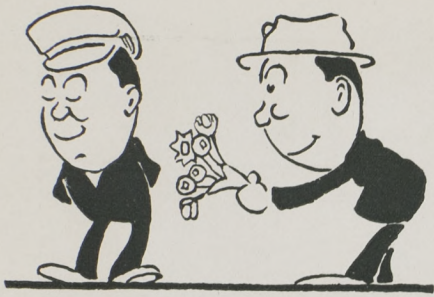
T. Davis (left) and J. H. Foote,
(right) cleaning a coach.



P. Bosanko (left) and J. Crawford
(right) doing body work.



M. D. Cass (left) and W. W. Oldrich
(right) hoisting transmission on crane.



PATRONS'

"WORTHY OF GREATEST COMMENDATION" . . .

"While a passenger on your 'W' car coming into the city this morning, I saw such an outstanding bit of service from your conductor number 2244 (*J. San Marco, Div. 3*) that I cannot refrain from passing on a word of commendation in his behalf.

"A little girl, not over six years old, had been placed on the car by a lady out around Alvarado, and I noticed that the conductor was keeping his eye on her as we came in, and at Figueroa where she was leaving the car, he helped her off, took her through the heavy traffic and deposited her safely on the curb. Although it was at the busy hour about 8:35, his politeness, courtesy and helpfulness are worthy of the greatest commendation."

L. G. REYNOLDS,
California Medical Service, Inc.
740 S. Broadway,
Los Angeles.

"COURTESY" . . .

"Being a recent arrival in Los Angeles, I have found it necessary to ask many questions of your conductors in finding my way about the city. I have always received most carefully explained directions. The courtesy of your employes has been most remarkable.

"I would like to mention an incident which came to my attention last Thursday. About 5 o'clock my wife was getting on the front end of car number 1307 at 7th and Broadway and had difficulty with the high step as she is slightly lame. The motorman (*L. B. Carson, Div. 1*) helped her on and then as there was no seat vacant he kindly gave her his stool. When she left the car at 7th and Figueroa he helped her to the street.

"What she appreciated most was the very courteous way in which he did it. He could not have been more careful if she had been his own mother. I, of course, do not know his name but if you can identify him please thank him for me."

W. H. BROOKING,
Los Angeles.

HONESTY OF CONDUCTOR NO. 2440 . . .

"May I commend the honesty of one of your street car conductors—2440 (*H. L. Carleton, Div. 5*).

"The other day I was returning from town on the street car—I think it was No. 8 car—and I dropped in a dime and two pennies in the token box. Did not notice my mistake at the time. A few minutes later your conductor handed me back a nickel, and telling me of my mistake.

"I was a bit surprised and it seems to me these kind of men are so worth while and should be long in your employ that is why I wish to commend this conductor No. 2440."

MRS. GUSTAV A. WIRCH,
(No address shown.)

SERVICE EXCELLENT . . .

"I was in a Wilshire bus yesterday and, being a stranger in the city, did not know exactly my destination but the way the conductor called the streets adding the principal places near the street made it very clear indeed.

"I asked him his number because his service was so excellent.

"His number is 531 (*H. A. Walters*) and you are to be congratulated in having such efficient employes."

KATHERINE CADOGAN,
1659 S. Hobart Blvd.,
Los Angeles.

PROFICIENT DRIVER . . .

"I frequently travel on your Beverly Boulevard busses and have considerable opportunity to observe the various drivers. This morning I came down to my office at an earlier hour than usual and rode with a driver 241, (*F. J. Butler*) I had never seen before. I do not know whether he is a new or an old employe, but in any event his attitude toward his job was so outstanding that I feel impelled to drop you this letter of commendation. His courtesy, cautiousness in driving, and general alertness, were very noticeable even

when compared with that of the other excellent drivers on this particular bus line."

ROBT. W. CROSS
Pacific Mutual Bldg.
LOS ANGELES

PATRON EXPRESSES APPRECIATION . . .

"You have probably assumed by the heading of this letter that its author is a blind veteran and that some sort of a complaint is to follow. The first assumption is correct but the latter is quite to the contrary. Instead of registering a complaint, it is my wish to express an appreciation to your bus operators for the splendid way in which they have assisted me while riding on your buses.

"For a long while it has been necessary for me to ride the Santa Monica "Express" and the Crenshaw line very frequently. During all of these trips it has been interesting to observe the friendly and efficient manner in which all of your operators have dealt with the passengers in general. With reference to myself, they have been willing and eager to extend me every consideration and such thoughtfulness has made my trips much more pleasant.

"On my last trip to Los Angeles, Mr. Bloodgood (Wilshire), one of your operators, was especially thoughtful of me and went out of his way to give me a hand. I am not sure that I have his name correct for I had to get it in a round about way, but it is, no doubt, close enough for you to understand who I refer to. I mention him personally but I am positive all of the other operators would have been just as considerate of me had the occasion arisen.

"I am fully aware that these kindnesses have been given with no thought of thanks but I feel that they are entitled to know just how much such acts are appreciated. Then, too, I imagined you would like to know how successful the passengers of your buses think you have been in selecting men to operate your coaches."

RALPH CARSON,
Blind Ward, Company 13,
National Military Home,
Los Angeles.

PLAUDITS



MOTORMAN NO. 3103 SHOWS CONSIDERATION

"While the writer was a passenger on the "L" car this morning he noticed an act of your motorman 3103 (*H. L. Foss, Div. 4*) which is commendable and believes it wouldn't do any hurt in telling this man about it.

"Twas at Eleyenth and South Union about middle way of the block a woman was making every endeavor to catch this car. She was lame, along in forties somewhere and 'slow of foot'. Instead of saving a minute and runing off and leaving this passenger, he kindly waited and she made the car. This is what I call "Help thy neighbor" and it is useless to say that this was not appreciated by this woman. If we had more people in Los Angeles of the calibre of motorman 3103 'twould be a much better town to live in, and help in a great measure to combat this so-called 'economic readjustment'."

Imperial Truck Line,
Per—HENRY H. HOWES, Traffic Dept.
1520 East 8th Street,
Los Angeles.

FINE ACT CITED BY RIDER . . .

"Mr. F. W. Creed who is employed by you found a pocketbook near the gutter in the street on Wilshire Boulevard which belonged to me. I lost it about 4:30 P. M. and by 7:30 P. M. he telephoned me he had found the purse and wanted me to know, so phoned me as early as he could.

"The purse contained money, driver's license, membership cards, to clubs, and other valuable articles. He could have kept this but due to his fine manhood and honor he was fine enough to phone me last night, which was a great relief to me.

"I met him as per his request today at 11:30 at Sunset and Vine and he gave me the purse intact, and would accept no reward and I want you to know of his honesty.

"He is on the Crenshaw and Vine bus. A man of this character is a credit to your organization."

MRS. LOUIS C. FIX
801 Muirfield Road,
Los Angeles.

DEED WORTH NOTICING

"Have been riding for years on Line No. 5 but this P. M. at 4 P. M. Conductor 1936 (*F. Skarda, Div. 5*) did a kind act; a little girl dropped her book and was on car and it had started. Said conductor stopped car and ran back, say 25 feet and got book, which I'm sure those things are worth noticing."

JAMES GILBERT,
1590 Chickasaw Ave.,
Eagle Rock, Calif.

From Our Mail Sack Also Come Letters of Commendation to . . .

TRAINMEN

H. C. Bechtel, Div. 4
*****E. N. Bliss, Jr., Div. 4
R. L. Boatright, Div. 4
*B. C. Boyer, Div. 4
E. A. Burgess, Div. 4
H. L. Carleton, Div. 5
W. H. Clayton, Div. 3
M. R. Cornelius, Div. 3
V. E. Cromb, Div. 4
M. F. Crouse, Div. 4
J. J. Egbert, Div. 1
A. W. Ehlers, Div. 1
H. M. Farr, Div. 1
R. M. Foust, Div. 1
I. Gasparro, Div. 3
J. G. George, Div. 5
W. R. Gibson, Div. 5
J. L. Gilwee, Div. 3
C. H. Hadley, Div. 3
W. M. Holt, Div. 4
G. A. Jahn, Div. 4
D. L. Laird, Div. 5
T. R. Latham, Jr., Div. 4
L. S. Lawler, Div. 5
*W. G. Light, Div. 4
M. J. Loy, Div. 1
P. Manning, Div. 5
R. H. Manning, Div. 4
G. S. Mattern, Div. 4
R. T. Melton, Div. 4
R. G. Monahan, Div. 3
A. B. Moore, Div. 5
D. C. McClurg, Div. 3
D. F. McCaughey, Div. 1
I. Nelson, Div. 4
T. J. Owsian, Div. 5
W. H. Paschall, Div. 4

F. C. Peterson, Div. 3
A. J. Pommer, Div. 5
H. E. Rardin, Div. 3
J. C. Rhodes, Div. 4
R. A. Roberts, Div. 1
F. R. Roby, Div. 4
C. P. Rutledge, Div. 4
H. L. Sanno, Div. 5
J. A. Saunders, Div. 4
W. S. Shepler, Div. 3
J. F. Smith, Div. 5
M. H. Steele, Div. 4
I. H. Stewart, Div. 1
M. J. Storer, Div. 4
J. F. Tanner, Div. 4
E. T. Temple, Div. 5
A. J. Thomas, Div. 1
L. E. Thompson, Div. 3
G. E. Thor, Div. 1,
L. W. Tietgen, Div. 4
G. K. Tolle, Div. 5
W. J. Walsh, Div. 5
E. D. Walters, Div. 3
L. F. Walton, Div. 4
C. A. Wells, Div. 1
R. Williamson, Div. 1
G. C. Wilson, Div. 3
R. G. Wilson, Div. 5

OPERATORS

N. D. Adcock, Alvarado
N. L. Atkinson, Florence-Soto
W. Blair, Florence-Soto
G. N. Bone, Florence-Soto
O. H. Boyer, Florence-Soto
W. H. Coker, East Ninth St.
C. W. Courtney, Crenshaw-Vine-La Brea
A. N. Dalbey, Slauson
J. M. Ferris, Florence-Soto
D. L. Gladwell, Avenue 50
A. L. Irwin, East Ninth St.
R. H. Jackson, Beverly
J. W. Jobe, Wilshire
O. R. Jordan, Sunset
*C. L. Miner, Florence-Soto
H. G. Moore, Wilshire
L. B. Sheehan, Florence-Soto
W. Y. Stearns, Vermont
L. W. Stevenson, Beverly
H. L. Stoner, Beverly
R. C. Triplett, Florence-Soto

Note: Each asterisk represents one additional commendation.

S P O R T S . . .

BASKETBALL

IN THEIR usual easy style the Vernon Yard cagemen took their thirteenth consecutive win in a game with Division Five on March 13 and became the undefeated Champions of the 1939-40 season.

As in all their games the Vernon lads played with confidence, permitting the Division Five men to score at times but always maintaining a fair lead for their own protection. This has characterized Vernon's games throughout the season and, perhaps, if a special award is given for the cleanest sportsmanship, Vernon Yard will stand in high favor for their apparent aversion to the "grand-standing" or exhibitionist type of playing.

Second place in the final standings is held by Division Three and many fine things could be said for the "foothill" hoopsters for they really put out some hot competition, especially in the first four weeks of the tourney during which they were tied with Vernon for top place.

Both the Coach teams, LAMC and 16th Street, played an excellent season and were practically tied for third place at the finish, 16th Street holding a technical half-game lead over LAMC.

Division Five made a freak hop from eighth to fifth place in the last three playing nights by winning only one game, the reason being that Five's nearest competitors, the Shops, Division One, and Division Four each lost one game.

It is a pleasure again to congratulate Vernon Yard on winning this Championship. We are also pleased to compliment League President Kenneth Sloan for his excellent administration throughout the season. Kenneth, we might add, also managed the Lary All-Star Baseball Team while the Basketball tourney

BASKETBALL BANQUET

As an appropriate finale to a successful basketball season, players of Lary Basketball League and their ladies will be tendered a banquet by Company officials at Wilshire Bowl, Tuesday evening, April 9th. After the banquet, the beautiful trophies from the Los Angeles Railway and the Hudson Diamond Company will be awarded the Vernon Yard Champions. The guests will complete the evening with dancing.

BOWLING

The Wilshire Bowling Team is now in fourth place on the Pacific Electric League which is composed of 18 teams. This team also holds the high game score of 945 at the end of 72 games played. The Wilshire boys are: Captain F. Epp, L. W. Davis, R. Crownover, R. Kissick and W. Chase.

The place: Sunset Centre on Friday nights.

was in progress. The All-Stars won the Southside Winter League Championship with 11 wins and 1 loss. Southside League is a unit of the Major Municipal Class AA Leagues.

BASEBALL OPENING

The 1940 Lary League Baseball season will open Sunday, April 14th with three exhibition games of three innings each, starting at 1:30 P.M. A flag ceremony by members of the Los Angeles Railway Veterans Club and Ladies Auxiliary will precede the games.

The Official League games will start the following Sunday, April 21st, with two nine-inning games starting at 11:00 a.m. and 2:00 p.m. The season will run for 15 weeks and end on July 28th.

FINAL LEAGUE STANDINGS

	W.	L.	Pct.
Vernon Yard	13	0	1.000
Division Three	11	2	.847
16th Street	9	4	.693
L. A. M. C.	9	5	.643
Division 5	3	10	.231
South Park Shops	3	11	.214
Division One	2	10	.167
Division Four	2	10	.167

LARY LEAGUE BASEBALL, 1940

TEAM	MANAGER
Division One	E. R. O'Niell
Division Three	L. B. Meek
Division Four	H. Andrews
Division Five	J. F. Carlin
Vernon Yards	T. J. Rocha
South Park Shops	V. D. Burgess
Coach Division	H. L. Anderson

K. E. Sloan—President of League

HOME TEAM LEFT SIDE OF SCHEDULE

11:00 A. M.		DATE	2:00 P. M.		BYE
Vernon	() vs. Coach	() Apr. 21	Div. 1	() vs. Div. 5	() 3, 4 & S. Park
Div. 4	() vs. Div. 5	() Apr. 28	Div. 3	() vs. Coach	() 1, S. Pk. & Vernon
Div. 1	() vs. S. Park	() May 5	Div. 4	() vs. Vernon	() 3, 5 and Coach
Coach	() vs. S. Park	() May 12	Div. 5	() vs. Div. 3	() 1, 4 & Vernon
Div. 3	() vs. Vernon	() May 19	Div. 1	() vs. Div. 4	() 5, S. Pk. & Coach
S. Park	() vs. Div. 5	() May 26	Coach	() vs. Div. 1	() 4, 3 & Vernon
Div. 3	() vs. Div. 1	() June 2	Vernon	() vs. So. Park	() 5, 4 & Coach
Vernon	() vs. Div. 1	() June 9	So. Park	() vs. Div. 4	() 3, 5 & Coach
Div. 4	() vs. Div. 3	() June 16	Div. 5	() vs. Coach	() 1, Vernon & S. Pk.
Div. 5	() vs. Vernon	() June 23	Coach	() vs. Div. 4	() 1, 3 & S. Park
		June 30	So. Park	() vs. Div. 3	()

The four leading teams are to participate in play-offs.

☆☆☆ SOCCER STARS ☆☆☆



LARY SOCCER TEAM

*Back Row, left to right: Burham, Kelsey, Osmun, Bush, Timmons, Wanderplas, Stinson, T. Calderwood, manager.
Front Row, left to right: Shepherd, Guchanan, Stern, McNair, Wm. Wilson, Lippiatt, W. B. Wilson.
Boys in front: Billy, Tommy and Jack Calderwood and Jack Lippiatt.*

Leading the league with 10 points out of a possible 12, our Railway team is making a determined effort to capture the second half, and thus earn the right to meet San Pedro City in the final play-off. Two more league games remain to be played. To reach the top the L. A. Ry. Club defeated Hispano 2-1, One-Eleven 9-2, Russians 1-0 and Italians 1-0.

Tie games were played with San Pedro 2-2 and the Rovers 4-4. Rangers stopped the Railway lads in the semi-final of the Municipal Cup on March 17, their first defeat since November 12. This game was one of the most thrilling witnessed this season, with no quarter asked or given.

For outstanding performance dur-

ing the season players W. Lippiatt, Main Office; J. Timmons, Division 4; J. Ogden, Shops and P. Vanderplas, Division 1, are being mentioned by league officials for places on the "All-Star" team.

Anyone wishing to pass a pleasant Sunday afternoon is invited to come out to Harvard or Griffith Park to witness these games.

YOUR JOB

By E. L. FINLEY, Div. 4

Your job is affected the most, I would say,

By your attitude towards it day after day.

An enjoyable pleasure or a heart-breaking chore,

Your job's what you make it, no less and no more.

So just buckle right in with a bit of a grin,

You'll be happy, and more you'll probably win.

But if you must grumble and your plight you bewail,

Your days will be cloudy and you'll most likely fail.

Now I may not be smart, don't pretend to be wise,

But let me express if I may the thought

That your job's what you make it,

By your attitude day after day.

THE CORRECTION

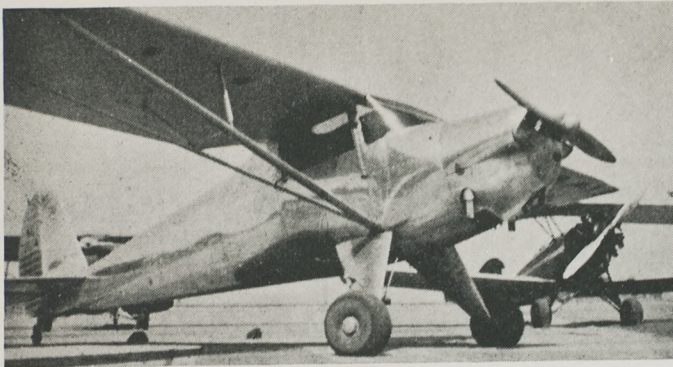
The following correction appeared in a certain paper:

"Our paper stated last week that Mr. John Doe is a defective in the police force. This was a typographical error. Mr. Doe is really a detective in the police farce."

FIGURE IT OUT

"A philosopher says we are not what we think we are; we are what we think."

"Well, then, if we are what we think, what we think we are, we are, are we not —or are we?"



*Flying Club
acquires
second ship—
the all-metal
Luscomb
pictured at
left.*

Flight Training Economical

New Chevron Club members can now start for \$4.00 and get a full hour of flight training before another payment must be made. See your division bulletin board for details.

The Club first started operating February 20, 1940 with four members, now having twenty-six members in training. Chas. Miner, Ed Potter, Wes Atkins, Tex West and R. H. Perry have all been passed by Instructor Earle Parks to fly alone. There are five more who are to pass within a week if progress continues at present rate.

A meeting of directors will be held to discuss new plans of operations and to get ground study course started. Text books to be used are "Your Wings," for study on the theory of flight, and "Through the Overcast," text on meteorology. Both these books are the most widely used text among flying schools in U. S.

In addition to this use, "Practical Air Navigation," Publication No. 197, published by the U. S. Government will be used. The Club will

also pass on to members information procured from the different trade journals, such as: "Popular Aviation," "Aviation," "Air Facts," and "Aero Digest."

The C.A.A. inspector has very kindly offered to help in the educational program in any way possible. United Air Lines have offered a tour of their shops and plants any time. Their shops and plants, emergency fields and control towers are available for use at any time. Where mechanics are stationed the Club ships can be serviced.

Sincere thanks are extended to Mr. C. E. Morgan and Mr. Lydiard of the Los Angeles Railway; Mr. Darneal, Mr. Ross and Mr. Parks of Falcon Aircraft Corp.; Mr. Lawver and Mr. Shatzel of Aircraft Owners and Pilots Association; and Mr. Calhoun, Chief Inspector and his aides with Civil Aeronautics Authority whose very generous and unselfish cooperation have made this Club possible. There are many others contributing their support to make the Club the best in the West.

PLAY TO BE PRESENTED

Jinnistan Grotto Patrol extends greetings to all members of the Craft, their wives, families, and friends, and cordially invites them to a benefit performance of that hilarious farce of all times, "ARE YOU A MASON?"

This performance will be given at the Pacific Electric Theatre, 627 South Los Angeles Street, Saturday evening, April 6th, starting at 8:00.

In order that everyone may enjoy this comedy, a play that has more laughs per minute than anything you've seen for years, the Patrol has arranged an admission price of 40 cents per seat.

All seats are reserved and the seating capacity is limited so please phone for your reservations early so that you will not be disappointed. The price of admission is no more than that of a better class movie and

you will see a real cast put on a splendid performance.

May we ask that you put this date down on your calendar, make up a party and phone in your reservations to any of the following:

Roy Cleveland, PRospect 8809; Harry Gearing, TUcker 2760; Neils Anderson, AXminister 23015. (Last named for evening calls only.)

You will find a hearty welcome at this very special evening of pleasure.

RETIRED EMPLOYEES

By P. C. McNAUGHTON, Secretary

The regular monthly meeting of the Retired Men's Association was held in Room 309, Main Building, March 14, at 2 P. M.

Our President, Mr. C. M. McRoberts, because of illness, was unable to be present, and the vice president, Mr. Miller, presided. The Secretary reported that five of our members had passed from this sphere of action, since our last meeting, and Mr. Miller spoke briefly of the necessity of preparation for the change that must come to all of us. Our former General Superintendent, Mr. E. L. Lewis, also addressed the men, speaking of former days, and the pleasant association with the men, and of his deep affection for them all. We were indeed glad to greet Mr. Lewis, who has always been held in great esteem by the men who served under his direction.

We were again entertained by Mr. S. M. Bernard who gave such an interesting talk at our meeting in January, on his trip around the world. His subject at this meeting, was: "One outstanding feature, in each of the Ten Countries Visited."

We wish that more of our members could attend these meetings and hear some of the many interesting and instructive things given us by these speakers, who give us their time and talent, and are so worth while, in the accounts of things in other lands.

Meeting adjourned to April 11, at 2 P. M.

Around the Divisions



Mechanical Divisions

F. F. ROBEY

Division No. 1

John Glynn has been off sick for a week. We are all hoping for a speedy recovery.

The following are the names of the new men at this Division: A. L. Zimmerman, J. E. Clark, W. S. Lupo, Wm. Monahan, J. B. Mathis, Jr., We are glad to have you with us, fellows.

Division No. 2

Our old friend "Doc" continues on the mend and we are all looking forward to seeing his genial face again, around the Divisions and Department 2.

Division No. 3

J. D. Douglas is the new night man. Glad to have you with us.

Bud Magin is showing the neighbors how to ride a horse.

N. Krakar spent a few days at home on account of the flu germ.

Mary Lanier was also off duty for a while due to sickness.

Fred Parker, our painter, has been off sick for several weeks and is slowly improving. We hope that he may be with us again at an early date.

Division No. 4

John Thewlis is taking an early vacation conducting personal sight-seeing tours around Los Angeles, for the benefit of his relatives from Canada.

Dick McDowell is on his vacation. It is reported that he is resting up at some hot springs.

H. O. White has decided to cast his lot with the boys at the 16th St. Garage. We hope he likes his new assignment.

A QUARTER OF A TON
ON THE LOOSE . . .

R. H. Wescome

(Division 3,
Mechanical), 245 lbs.

and

Louis Hunter

(Line Dept.), 265 lbs.



Division No. 5

Ray Shire started the vacation ball rolling and was followed by Dennis Yates. It seems that it is getting to be "that time" of the year again, and the boys are becoming restless.

Otto Schneider had to buy a new battery for his Studebaker. He is beginning to wonder if he bought an orange or a lemon!

Frank Bruner has transferred from nights to days—after all these years.

J. F. Paul, J. E. Hicks, C. H. Smith, and A. J. Marvray, are the new men cleaners. Glad to have you with us boys.

C. R. Fulton spent a week camping out with his Scout Troop. No doubt, the boys taught him a lot of new tricks!

Jim Williams our janitor is in the hospital with an injured back. We hope he may have a speedy recovery.

Fred Shaw says it won't be long now before his new house is under construction.

Virgin & Santa Monica Coach



L. S. HENDRICKS

Safety Supervisor Leonard Srack reports that our accidents for the

month of March are far less than same month of last year and states that he believes this is due to the fine cooperation of all operators.

Supervisor E. B. Logdson is now Day Dispatcher. Other changes are Forest Musselwhite replacing E. B. Logdson, Merle Tudor replacing Bill Baker as relief supervisor, Bill Baker on 3 P. M. shift and Al Tieman on 11 P. M. shift. Operator H. H. Jackson who recently won the competitive examination for supervisor was appointed to afternoon shift.

Operator Bill Lane who has been suffering from a back ailment entered St. Vincents hospital Thursday, March 14.

Operator A. C. Alexander is now up and around having spent two weeks in the hospital.

Operators Bill Humber and W. E. Cramer departed for Detroit, Michigan, aboard Santa Fe Streamliner Sunday morning, March 17. Cramer will bring back new Oldsmobile for himself and Humber will return new Oldsmobile for Operator W. S. Goodale.

Operator Charlie Dummer has moved his family to Redlands and is commuting over the week end.

Operator C. H. Martin is still on leave with a broken ankle.

Operators Atkins and Marshall are preparing for a busy summer

now that the few days of hot weather have made their business pick up.

Operators R. A. Brown and H. W. Hartman have been serving on jury duty.

The LAMC Pistol Club opened their 1940 season last Sunday, March 10. A large crowd attended.

Sick leave at Virgil seems to be quite large this month. Following men are on leave: R. D. Blum, M. Brazil, H. W. Feller, F. C. Garlow, E. G. Guwer, C. W. Sears, A. G. Seavey, W. T. Dugan.

New men breaking in at Virgil are Mach. Stanton, Warren, Hobey. Good luck, boys.



F. ARLEIGH FRAZIER

For thirty years S. Van Amburg has arrived at work at approximately 6:50 A. M. But one day last month arriving at work he was amazed to find the clock said five fifty and was he angry on thinking back over how he had rushed around, got ready in fifteen minutes, then thinking John Bladel was not coming to pick him up, rushed out, drove his own car, just to be at work one hour early. Now it will take another thirty years for him to catch up on his lost sleep.

Before bumming future rides W. W. Huskey will glance at the gasoline gauge to escape an episode similar to the one where the watch is left for security, because this time Huskey was left as security until George Monroe could go home and get change to pay for the gasoline he bought. Unfortunately he had left his money at the shop.

Every morning after changing clothes Jefferson Brown goes through a ritual peculiarly his own, that of collecting all his loose coins and then tying them up in his handkerchief.

George Yale is now at home at 540 Euclid Avenue, his leg is in a plaster cast and he is getting along fine. He would like to have the

boys visit him. Special invitation to checker players.

Frank Buhman, Bill Atkinson and L. W. Spratt are back to work. Say being sick isn't a pleasant occupation.

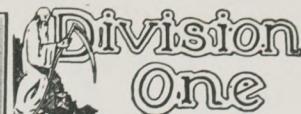
James Benton has had his tonsils removed and is now back to work.

Weather Prophet Bradley has so much faith in his predictions that on sunshiny days he has been seen wearing his hat and carrying an umbrella.

The Annual Barbecue Dinner at Vernon Yards was again an outstanding and tasty affair.

Salesman: "Something in golf apparel, Madam?"

Lady: "I would like to see some handicaps. Large size, please. My husband said that if he'd had a big enough handicap yesterday, he'd have won the match." —Exchange.



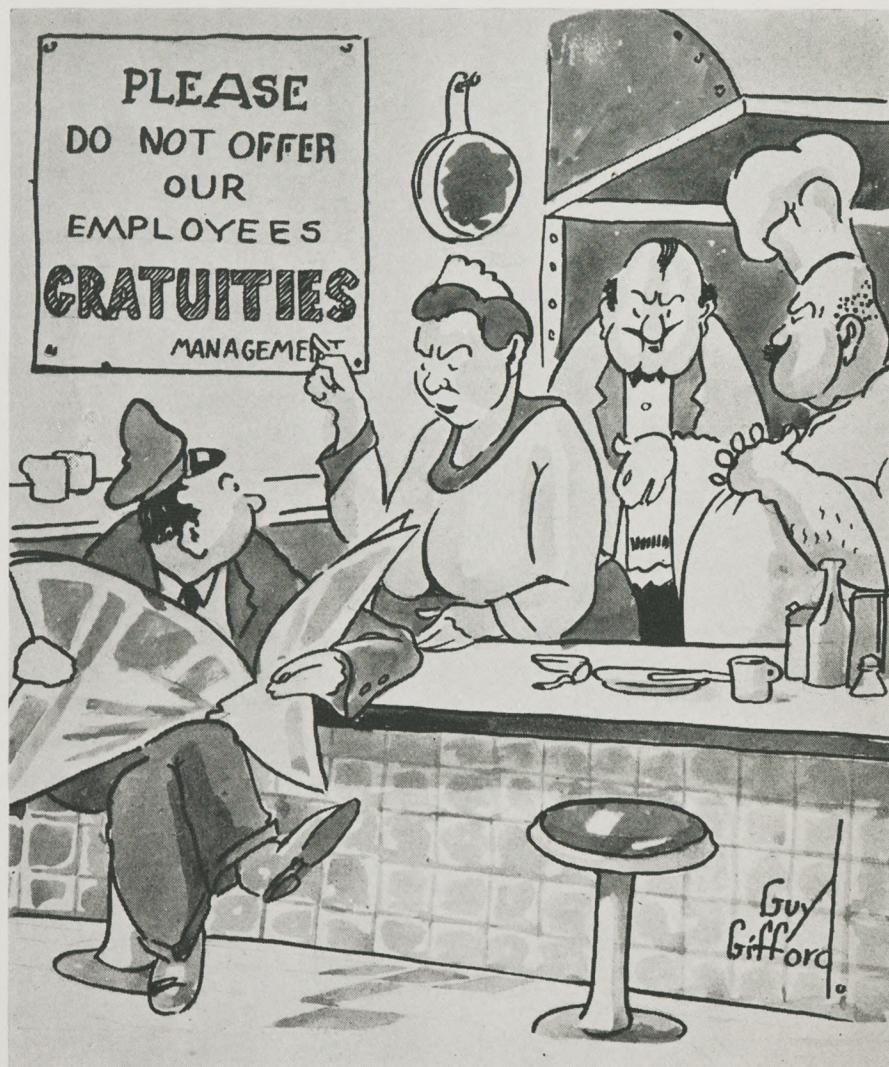
R. C. RUGGLES

March was a very busy month, a general choice following the February choice. New schedules were put into effect on practically all lines.

The platform men received a three cent an hour raise, effective March 1st, with back pay retroactive to January 1st, which was paid on March 16th.

We are pleased to hear that Mrs. Ellis is home from the hospital and is improving nicely.

Our sympathy is extended to Conductor M. H. Remington and Conductor R. W. Turbiville on the death of their fathers.



"Hereafter, when a customer asks what that word means, don't be so darn obliging!"

Conductors A. L. Stockman and W. R. Elliott are confined to the hospital for operations.

R. J. Orphan had an unusual accident. He was working in his garage and bumped against a pick hanging on the wall, causing it to fall, the point of the pick severing the end of a finger.

We are pleased to note the letters of commendation given to T. H. Burnett and V. Carrigan for outstanding services outside of their regular line of duty.

About 18 months ago Motorman H. Fisher had his locker robbed, among other things a watch was taken. P. J. Flaherty, our watch inspector, had the watch left at his store for repairs, he promptly notified Mr. Fisher and they are now tracing the robbery. Just another little service rendered by Mr. Flaherty to the boys.

A number of our men were put on extra duty, J. E. Kenney and W. T. Spendlove as Flagmen, C. J. Clark as watchman and P. Brezinack and F. C. Riley on the Traffic.

Conductor C. C. Joiner has taken 60 days to visit relatives in Texas.

The following men are on the sick list: Conductors L. Rasmussen, B. J. Darneille, C. J. Morrissey, A. J. Bell, J. H. Bell, J. R. Butler and F. J. McCarthy and Motorman J. W. McKeown, V. E. Scott, G. H. Schlueter, J. H. McClintock, A. H. Middleton, J. O. Huffman, W. E. Schoenbaum, and T. A. Brewer.

It is with great satisfaction that we can report one day in February when we did not have one chargeable accident.



Division Three

L. VOLNER

It was a gala day around the Division on Saturday, March 16th, when the checks for the increase in pay for the month of January and February were given out. The men had heard that the checks were at the Division, and as soon as the

clerk placed the box containing same at the window ready for distribution, a long line had formed ready to receive them.

Most of our men belong to the Transportation Union, and they know that it was through the negotiations of our union with the company that this increase in pay was secured.

As these warm days remind us that summer is fast approaching, Switchman W. H. Meloy has gotten out all our baseball-minded men—thirty-six, in fact, together, and he is having practice two days each week at the Highland Park Playground with Messrs. Triboulet and Meek, two first-class players, looking the gang over to see which men will compose the Division Three team for the 1940 season. There are thirty-six men on the list and from this number Mr. Meloy says we will have the best team ever.



Division Four

C. J. KNITTLE

It has been the custom of this column to congratulate trainmen who finish their twentieth year of Los Angeles Railway service during the current month. Imagine our surprise to find that we have none for this issue nor the following one because the next trainman to wind up his twentieth year started in May. We do take this opportunity to apologize to Conductor C. A. Rogers whom we overlooked in this respect last December. Conductor Rogers entered the service in December, 1919. Incidentally Rogers originally entered the employ of this Company in September 1914 but resigned in August 1919. Congratulations, Conductor Rogers, and may you have many more happy years with us.

The outstanding event in recent weeks occurred February 24 when Conductor E. A. J. Shane lost \$52.00 worth of weekly passes. After hours of hysterical searching a Hebrew

man brought the tickets to the office. He had found them at Fifth and Towne, the heart of "Skid Row."

Division Four had no miss-outs on March 7th, 8th, or 9th. Um-m-m Boy!

Conductor M. F. Crouse resigned March 19th to accept a position as Meter Reader for the Department of Water and Power.



Division Five

FRED MASON

It happened on St. Patrick's Day, March the 17th, but should have happened on April 1st. The Officers of the Los Angeles Railway Veterans' Club met at Exposition Park in full dress uniform for the purpose of having pictures taken. Our ace photographer, Motorman J. K. Stein, was head cameraman. The boys faced the camera twenty-five times in different formations and groups. They then piled into their machines and drove out to Motorman Bill Allen's house in Hawthorne. You see Bill has a goat, and fourteen more pictures were posed for with Bill's goat playing the star role, but it appears that this goat couldn't be got, as when the time came for head camera man Stein to develop the films he discovered that he had taken thirty-nine pictures on one film and he had left thirty-nine perfectly good, unexposed films, to be used at a later date. Oh yes, he turned his film after each picture was supposed to have been taken but the little cog inside the camera had broken off and the film did not turn. When the exposed film was developed it looked like a scene from the Birth of a Nation with goats being used instead of horses.

Motorman C. F. Flowers took off a few extra days with his week's vacation and made a flying trip back to Erick, Oklahoma.

Motorman A. P. Williams doesn't care what kind of weather they are having in Minnesota and has taken

off thirty days to visit the folks back there in Litchfield.

Two days after returning from a leave of absence spent in Texas, Conductor C. B. "Moon" Mullins had the misfortune of being involved in an automobile accident in which he received face and scalp lacerations and neck and leg injuries which will necessitate his being off for approximately two months.



16th Street Coach

CHARLES H. HARDY

A young lady was about to pay her fare on J. A. Middleton's East Florence Coach when her purse catapulted in the air throwing its contents all over the coach and operator. After picking up her belongings she discovered that a five dollar bill was missing. Thinking that possibly it had fluttered out through the open window the lady decided to go back and look for it. When Middleton reached the terminal he discovered that the five plus twenty cents in change had dropped between his back and the seat. He hailed the next coach and returned the money to the much perplexed young lady who had resumed her journey after a fruitless search.

B. P. Nicholson was towing a car when the tow rope parted. As he stood between the two cars making the necessary adjustments another car struck the towed car in the rear pushing it into the rear of the forward car. Nicholson, pinned between the cars, received a broken leg.

Al Hughes and E. L. Welch, well known Boy Scout leaders, have been accepted as official timers and judges of A.A.U. swimming meets.

At the end of a tough grind, that inseparable pair D. Ladhoff and B. Bostwick of the Boulevard, relaxed and the conversation followed something like this:

Bostwick: "Do you mind if I have a cup of coffee?"



Randalyn Marla, 5 months old daughter, and Gerald Francis, 20 months old son of Motorman (Division 5) and Mrs. G. R. Sharp.

Ladhoff: "You drink too much coffee!"

Bostwick: "Would a glass of milk and a couple of doughnuts be all right?"

Ladhoff: "You have just eaten!"

Bostwick: "How about a glass of water?"

Ladhoff: "I guess that would be all right."

As Bostwick leaves to partake of this refreshment a nearby taxi driver asks him, "Who is that guy, your mother?"

B. W. Yenter, recently released from the hospital, had to return for further treatment.

L. E. Sires required medical attention for ptomaine poisoning after eating a piece of cream pie downtown the other day. C. G. Clymer suffered from imaginary symptoms all evening after being told by one of his pals that Sires had dined locally on liver and bacon; the pal secretly knowing that that was what Clymer had ordered.

New men in this Division are: W. N. Widick, F. W. Francis, A. A. Kemp, J. S. Clapp, and R. T. Spicer, also L. D. Ulmer reemployed and glad to be back. Good luck, boys.

GARAGE

We offer our deepest sympathy to Bob Jeffrey whose brother Thomas died in Chicago recently following an operation for a ruptured appendix. The deceased was well known in the company. He had worked for several years in the Garage prior to several months of service in the Claim Department and had played softball and basketball on Company teams. A few months ago he left the service and moved to Chicago. A substantial contribution has been wired to his widow and little daughter by the men in the Garage.

Wally Weberg's permanent wave has been the talk of the town. Well, you girls will just have to await your turn at the beauty parlor.

Live and learn! Joe Crawford has learned from experience that a bargain on a good used car sometimes includes weather worn tires turned with the good side showing.

Percy Bozanko, on an early vacation, stood it as long as he could, then after four days called up to see if everything was under control in the body department.

H. S. Holloway who left the service is being replaced by J. C. Walton

from Division 3, T. G. Hubbard is replaced by G. N. Langer of the Third Shift while H. O. White is the new man from Division 4.

Could you use several extra days pay? Our Credit Union will be glad to show you how you can save this amount on the purchase of household furnishings.

Dave Pitts became a temporary bachelor when his wife hastened to the bedside of her father who was seriously ill.

At the time of this writing R. W. Anderson was due to leave for Flint, Michigan to attend the G.M.C. Institute for diesel instruction. He also expected to make a study of Chicago's Motor Coach maintenance during his several weeks stay in the East.



ELECTRICAL



WALTER WHITESIDE

The old illness bugaboo has certainly hit this department a stiff blow. Bill Boyd after being off since the middle of January returned to work the latter part of March. We are glad to see you back, Bill, looking as spry as ever.

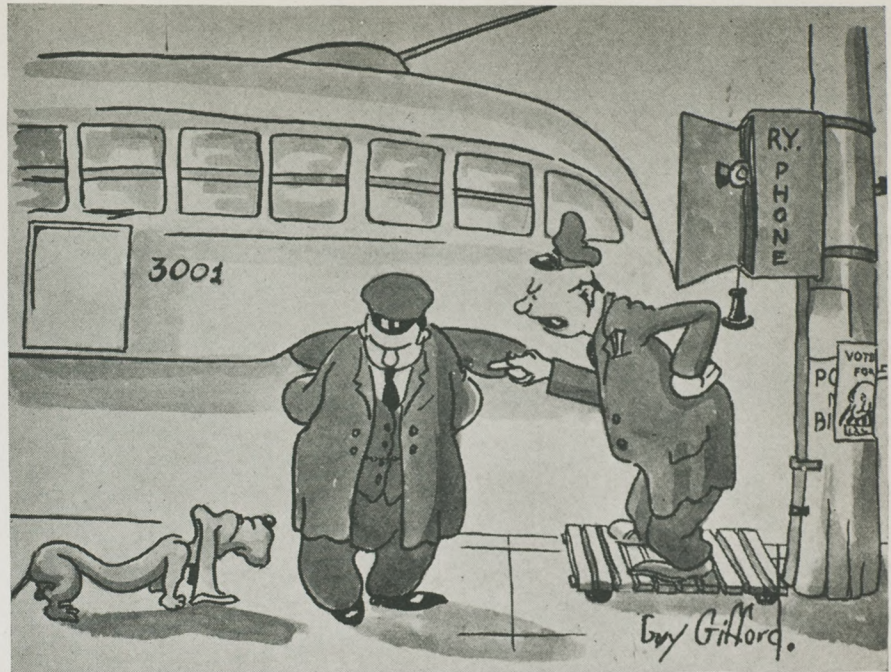
M. J. Barnett of the Power Department has been off sick since the second of January. At the time of this writing he is getting along fine and we are all looking forward to his return to duty in the near future.

The flu bug finally caught up with Morris Sander and kept him home for a week. This is the first time in years that Morris had to stay home due to illness.

Charlie Fancher sprained his ankle and had to sit at home for a week. Elmer Thorp was really down with Mr. Flu.

We are glad to see Tom Psaras back on the job again. Tom had quite a time of it being off since the first of December.

Frank Whittlely is another one expected back on the job real soon after an extended layoff. Frank got mixed up in an auto accident the



"Are you smart! Those two guys you passed up at 7th Street were our relief!"

latter part of January.

Julio Linares stayed in bed practically the whole month of March but is now back on the job.



Vernon Yard

L. F. SPARKS

Let's make 1940 a safety year.

The Track Dept. held its semi-annual Barbecue on March 14, with 117 Track Dept. employes and visitors present. The usual spread of barbecued beef, chili and beans, slaw and relishes was enjoyed by all. Our genial Master of Ceremonies, Bill Morgan was unable to attend so the distinguished guests enjoyed the evening even more by not being called on for after dinner speeches.

There were several of the old timers at the barbecue, among them being Harry Snow and Tom Bulpin. Charlie Harwood would not come as he claims it makes him feel bad to see all his old friends and realize that he is no longer among them. You are wrong there Charlie, for you are still among us and we would like to see you again.

There have been a few changes in

the personnel of the Track Department recently. Night Foreman John "Scotty" Anderson has left the service, his position being filled by Assistant Foreman Clyde Burden. Jack Fisher, Switch Repairer, appointed Assistant Foreman and Watchman, Carl Walden, appointed Switch Repairer. Congratulations on your promotions boys and "Good Luck" in your new positions.

Carpenter Cleave Traywick who was injured in January is still under the Doctor's care and at last reports will be off for several weeks more.

Extensive track improvements are going in on Santa Barbara from Vermont to Brighton. At the same time the City is widening the street the Company is removing the center poles and changing line and grade, using new 116 lb. rails.

Washington Blvd. is being reconstructed in spots that were skipped a few years ago. The gang under Sam Bevilacqua are now at Third Avenue. Pat Jinks and his crew are making repairs on Vermont at Venice, Pico and 39th.

Jack Baldwin, Roller Engineer has been off a couple of weeks but has returned to duty. He is still on a diet.

Top Seniority List at Division Four



Motorman J. B. Woodland, whose enviable record of service started in 1909.



Conductor H. S. Turner, who began his many years of fine performance back in 1905.

way Company bought the Hook brothers property and re-sold it to the Los Angeles Railway Company in November, 1910. Thirteen years later this old, familiar landmark which had become better known as Division Four carhouse was razed, the men moving their equipment to the new Division building at 12th Place and Sentous Sts.

Among the number of Division Four trainmen who enjoyed the experience of working out of the former carhouse are Conductor H. S. Turner who entered the service in April, 1905, and Motorman J. B. Woodland who started in November, 1909. These men, still in active service, hold first place in the seniority lists of Division Four trainmen.

WAY back in 1900, four of Los Angeles' street railway lines were owned and operated by the Hook brothers. These lines were known as the Adams and East Fourth Line, the West Eighth Street and Southern Pacific Depot Line, the Vermont Avenue and Georgia Street Line, and the Jefferson Street Shuttle which operated on Jefferson Street from Arlington Avenue to University Avenue.

There was a suggestion of quiet dignity in the sturdy carhouse erected by the Hook brothers at Girard Street (12th Place) and Georgia. Cars entered through the arched opening and were driven upon an electrically controlled table which conveyed the car to its respective track. The Company's office was located in the section nearest the street corner. (See picture). Immediately to the rear of the office was the trainmen's room and beyond that was the mechanical department.

In 1904 the Pacific Electric Rail-

Below: Division 4 as it looked at the turn of the century.

