

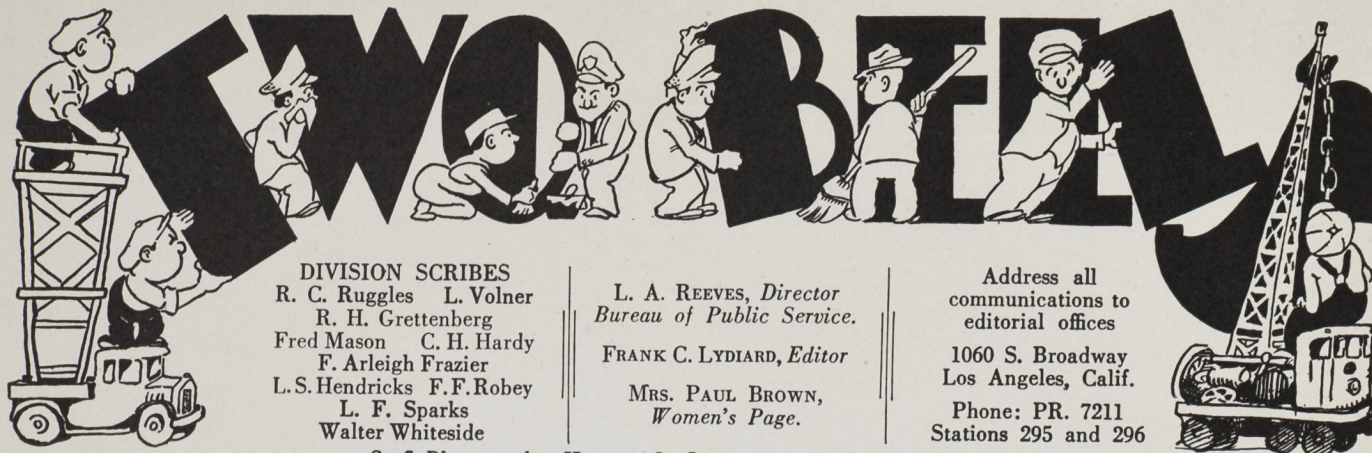
# TWO BELLS



**VOL. 21**

*August 1940*

**NO. 7**



**DIVISION SCRIBES**  
 R. C. Ruggles L. Volner  
 R. H. Grettenberg  
 Fred Mason C. H. Hardy  
 F. Arleigh Frazier  
 L. S. Hendricks F. F. Robey  
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### JUNE, 1940 vs. JUNE, 1939 OPERATING RESULTS LARy REVENUE FOR JUNE

|   | 1940        | 1939        | 1940<br>Increase +<br>Decrease—<br>Over 1939 |
|---|-------------|-------------|--|
| <b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) .....  | \$1,019,742 | \$1,011,297 | + 8,445                                      |
| <b>Less:</b>  |             |             |  |
| <b>OPERATING EXPENSES</b> (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) ..... | 912,535     | 945,323     | — 32,788                                     |
| <b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) .....  | 80,509      | 79,348      | + 1,161                                      |
| <b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) .....   | 68,029      | 70,424      | — 2,395                                      |
| <b>Total Expenses</b> .....   | 1,061,073   | 1,095,095   | — 34,022                                     |
| <b>Leaves Net Profit or Loss</b> .....  | — 41,331    | — 83,798    | + 42,467                                     |

# Public Relations...?

THE term "public relations" has, in the past few years, taken on an enlarged significance and a variety of classifications. We hear so much of public relations, public relations agencies, public relation advisors, experts, and councils until we have built up in our minds the thought that public relations is an illusive, sinister phantom ready to engulf us unless we immediately welcome with open arms and take into our folds one of its favored sons to advise us on the manner of public relations between a company and its customers or patrons.

All this apprehension to my way of thinking hides the real meaning of the term. Public relations is just what the name implies. The relation between a company and the public it serves. This relationship between a company and the public is either good, indifferent, or bad. It doesn't take an expert, schooled in the supposed intricacies of public relations, to tell a company what its relations with the public are or what can be done to improve them. A company, its president, its officers, and its employes have only to ask themselves one question—a simple question at that. Do we give the public what they themselves want—what they are paying for?

Let's ask ourselves as President, as officers, as employes of this company what our relations with the public are. Are we giving the public what they want—what they demand for the fare that they pay? Just what then does the riding public expect and demand for the money it puts in the fare box? I'm sure we are all in agreement that the answer to that question is likewise quite simple.

The public wants, expects and demands an efficient and courteous transportation service for the fare

## Public Relations Activity Likened to Practicing of "Golden Rule"

By L. A. REEVES  
*Director of Public Service*

paid. The public is quite fair and reasonable in their demands for their money's worth. We as individuals exercise the same demands upon other companies and business firms as we make our daily purchases. In making these individual purchases, if we do not get the article we desire, the service we expect, the courteous, helpful treatment we demand, we go elsewhere to do our buying.

This is a competitive and democratic system that we in the United States have the pleasure of living under, and if we don't get the treatment we feel we deserve, we have the pleasure of buying what we want from the other fellow whose relationship with us is shown by his desire to sell us what we want, the way we like it.

We all have our favorite department store, grocery store, drug store and filling station. Why? Most all stores under these classifications all handle the same articles, even as to grade and price. We like our favorite store or filling station because they not only have the article we want to buy, but they also have something to

give. They give the humanliness, the friendliness, the helpfulness and courtesy that we as individuals like to have shown to us. Am I not right? Tonight when you go out driving you will probably go several blocks out of your way to go to your favorite filling station for gas, or to the grocery store for some canned food for the baby in order to patronize the fellow who shows how much your business, your relationship means to him by being helpful, friendly and courteous to you. We all do it—we all like it.

The relationship between the Los Angeles Railway and the public which it serves is made solely by the employes—for the most part by the trainmen and the coach operators. It is they who contact nearly a million daily riders using our service. The impressions they leave on our customers, good or bad, have more to do with the opinion of the company held by the public than any other phase of our business. It is they who turn the public away from our service to other forms of transportation by negligence, by indifference, by unwillingness to help, in general by lack of common courtesy towards every rider. It is the trainmen and coach operators who can encourage the public to patronize our service in lieu of other modes of transportation, can make them prefer our service to any other by simply giving the public what they want, by showing every rider that we appreciate the relationship between us by a human, courteous, helpful and friendly attitude toward them.

This is the job for all of us—our livelihood depends upon it.

It has always been my opinion that good public relations is best illustrated by "do unto others as you would have them do unto you".

# Government Instruction Accorded LARY Flying Group

IN almost every organization there will usually be found a group of employes engaging in some worthwhile activity outside their regular duties. Many of these groups have attained national recognition for excellence in that particular field in which they are engaged.

These groups are composed of employes who seek relaxation in some manner of their choice from the steady grind encountered in doing their daily task. As a result of these activities they become more desirable employes, contented and efficient in the company for which they work.

In the Los Angeles Railway Corporation and the Los Angeles Motorcoach Corporation a group of employes have banded together to form a club, with a charter from the State of California as a non-profit educational institution, for the purpose of dispensing aeronautical knowledge to fellow employes. These employes are not only learning how to fly well, but are learning the "whys" of aviation as well. The personnel of this club is made up of employes only. They own and operate all equipment, collect all dues, make all contracts for services providing this education. The officers and boards of directors are charged with the responsibility of good business management of the club, with the securing of only the best quality of instruction for the members and the designing of future studies that will benefit members of the club when the present course has been finished.

While it has taken several months to perfect our operation plans to the point of excellence which we now en-

joy, each one of the members familiar with the difficulties encountered in this organization, feels that the time and waiting on their part has been well spent.

The most noteworthy step in our advancement was the turning over of all the instruction, both flight and ground, to a U. S. Government Approved Air College. This approved school uses nothing but the Civil Aeronautics Authority specifications for the primary training of pilots. This system is the best that has been developed to date for this type training.

Upon completion of this course each member can actually fly better than the average pilot with many more hours of experience. He has a certificate of graduation from a U. S. Government Approved Air College and a Private Pilots Certificate. Nor is this where the flying club intends to stop. The advanced courses that will give each member the training to fill preferred positions in the armed forces in case of national emergency are being rushed to completion so that each member may start on that as soon as he has finished this primary training. These preferred positions that are open and must be filled are: air ferry, Army cargo, Army transport, air messenger, liaison, reconnaissance, observation, photography, weather forecasting, maintenance, radio, emergency airport operation, breaking-in overhauled aircraft, purchasing, training of students in flight, military procedure, photography or some other specialized subject.

More complete details have not been received from national head-

quarters, but in a recent letter from Mr. Grove Webster, Chief Private Flying Development Division, Civil Aeronautics Authority, Washington, D. C. he states that no plans have been approximated to furnish clubs with this advanced training but that the board are strongly considering this step. However we can qualify each man individually and not the club as a whole. Specifications for this qualification will be posted on the bulletin boards in the near future.

There are three sections in the advanced courses, the first section consisting of a ground study in reading and making of aerial photographs, Army customs, Army discipline, how the Army functions, military offenses, wartime sanitation, first aid, weather forecasting and flight theory.

The second section consists of precision flights cross country, stops and landings at accurately scheduled times and points, rendezvous at zero hour, night landings and take-offs, altitude flights to ceiling of airplane, making mosaic map of given objective, weather observation flight, code signals from the ground and reconnaissance.

Members who complete the first and second sections will then be allowed to take the third section of the training. This has been described as a streamlined Air Corps extension course for non-schedule pilots.

Members who complete these three courses will be able to fill positions of importance in the Air Corps in case of an emergency.

The membership of the club has been filled, the number at the present time more than fill our quota making it necessary to schedule our flying time very closely in order to take care of our members.

The ground school has already started in the evenings and the day classes will be started as soon as the necessary arrangements concerning working hours have been completed.

Each member receives the club's gold wings upon enrollment. The

insignia consists of a replica of the globe, showing the north and south American continents. Around this globe is the name of the club in gold letters. It is the sincere hope of the organizers and board of directors that all members signed up for the course of study make the most of this opportunity. As the club pays a given amount for the ground school per student, any student not attending class at his appointed time is wasting money.

Members having been able to get into this class are considered charter members and will no doubt be given national recognition for their participation in this program which will be completed in about three and one half or four months.



### BEST WISHES TO:

Conductor J. Minier (Division 1) married to Miss Jewell Brandenburg on Feb. 15.

Conductor A. J. Lewis (Division 1) married to Miss Eileen Bell on May 11.

Coach Operator Cosby Omar Storie (16th Street) married to Miss Beverly Jean Carr on June 24.

Carpenter Leonard Green (South Park Shops) married to Mrs. Eunice Graski on June 28.

Car Repairer Gordon Whittington (South Park Shops) married to Miss Bernice Anderson on June 28.

Coach Operator Alfred V. Hitch (16th Street) married to Hazel Lillian Frady on June 29.

Temporary Car Repairer Jack Lockard (South Park Shops) married to Miss Virginia Peck on June 29.

Motorman W. A. Carson (Division 5) married to Miss Rae Snyder on June 30.



### CONGRATULATIONS TO:

Francis Martin (son) born to Conductor (Division 1) and Mrs. C. F. Engle on March 6.

David Carl, born to Conductor (Division 1) and Mrs. J. M. Ashcraft on June 1.

Dennis Rodney born to Coach Operator (16th Street) and Mrs. Cecil "D" Harlan, June 16.

Elmer Frank, born to Motorman (Division 5) and Mrs. E. F. Hofmeister on June 23rd.

Carol Ann Bell born to motorman A. A. Bell (Division 4) and Mrs. A. A. Bell, June 24.

Rona Zea born to Coach Operator (16th Street) and Mrs. George L. Anderson, June 26.

Audry Gail, born to Conductor (Division 5) and Mrs. O. D. Clement on July 2.

Thomas Joseph, born to Motorman (Division 5) and Mrs. T. R. Brown on July 4.

Sherrill Bernice, born to Motorman (Division 5) and Mrs. J. R. Franklin on July 7.

Mark Edward, born to Conductor (Division 1) and Mrs. E. Shrock on July 15.

Iris Patricia, born to motorman R. G. Stevers (Division 4) and Mrs. Iris Stevers, July 18.

### OBITUARY

The wife of Clifford Ray Kennedy, Motorman, Division 5, died July 22, 1940.

Harry Arther Hansen, Conductor, Division 5, died July 20, 1940. He was born in Salem, Idaho, Novem-

ber 8, 1875, and was employed as Conductor, Division 2, October 20, 1911, transferred to Conductor Division 1, July 31, 1932, and to Division 5, July 18, 1937.

In 1911, 29 years ago, his first motorman was Motorman U. S. Cupp of Division Five who was also Mr. Hansen's motorman at the time of his passing away.

The wife of Herbert C. Albertson, Watchman, Transportation Department, died July 3, 1940.

Thomas Jefferson Mize, Flagman, Transportation Department, died July 7, 1940. He was born in Moscow, Ky., July 9, 1871, and entered the service as Carpenter, Mechanical Department, October 22, 1920, appointed Watchman June 1, 1930, changed to Flagman July 1, 1939.

William Morgan Sibley, Flagman, Transportation Department, died July 4, 1940. He was born in Minneapolis, Minn., September 11, 1875, and entered the service as Oiler & Operator, in the Power Department, March 2, 1899, appointed Gardner, June 7, 1928, and Watchman at the Garage, May 23, 1929, appointed Sub-Station Operator May 25, 1929, appointed Electrical Repairer, December 10, 1929, placed on the Pension Roll, September 16, 1932, appointed Flagman July 1, 1939.

The wife of Harry E. Crooks, on the Pension Roll, died July 8, 1940.

William Arthur Swearingen, Assistant Supervisor, Way & Structures Department, died July 10, 1940. He was born in Oskaloosa, Iowa, September 25, 1871, and was employed as Driver, June 12, 1891, transferred to Motorman, April 12, 1897, transferred to Motorman in the Way & Structures Department, August 31, 1906, appointed Assistant Foreman, Vernon Yards, November 10, 1910, and Assistant Supervisor, Vernon Yards, December 1, 1936.

### APPRECIATION

Acknowledgements of appreciation for thoughtful expressions of sympathy extended them during their

recent bereavements have been received by the company from H. E. Crooks, Mrs. Georgia C. Mize and family, June Pullen, H. C. Albertson, and George A. Harmon.

### PENSION ROLL

Friedrich Hoff, Motorman, Division 1, was placed on the Pension Roll, effective July 13, 1940. Mr. Hoff entered the service May 5, 1920 as Motorman, Division 2, transferred to Motorman, Division 4, July 10, 1932, and February 19, 1939 transferred to Division 1 as Motorman. His present address is 736 San Julian St., Los Angeles.

Edward Richard Forsythe, Switchman, Division 5, Transportation Department, was placed on the Pension Roll, effective July 2, 1940. Mr. Forsythe entered the service as Switchman in the Mechanical Department, May 1, 1902, transferred to Switchman, Division 2, March 22, 1906, and to Division 5, July 31, 1932. His present address is 5419 Tenth Ave., Los Angeles.

William Giles Clardy, Sub-Station Operator, Power Department, was placed on the Pension Roll, effective July 1, 1940. Mr. Clardy entered the service as Sub-Station Operator, in the Power Department, May 3, 1909. His present address is 2322 South Catalina St., Los Angeles.

## TRADING POST

**FOR RENT**—1 large bedroom, furnished; new inner spring mattress—\$2.50 a week. Parking space and use of phone. Two doors from "A" car line. 2530½ Crenshaw Blvd. Call M. Leibowitz, RE-3550.

**FOR SALE**—Piano, mahogany upright by Steger & Son, Chicago. Fine tone. Cost \$750. Will sell for \$30. A. Goldsmith, 1609 Cherry St., Phone RI-0529.

**FOR SALE**—A good cottage at Idlewild. Call TH-1594, Mr. C. L. Nickels, 1119 W. 71st Street.

**FOR SALE**—Lot on Stanford Avenue, 2 blocks west of Lincoln Avenue, and 1 block south of Washington Blvd. Call at 6111 So. Citrus Avenue, or F. Arleigh Frazier, South Park Shops.

# Boosters on LARY Trip

*The Railway Boosters Club pictured here are enthusiastic Streetcar supporters.*



## Club Takes Interest in Transportation Problems

**D**URING recent years there has been an increasing interest among the public in the operation and functions of electric railways giving urban, suburban, and interurban service as well as those on which trunk line traffic is drawn with steam or electric motive power. People have become aware that the study of the history, equipment and means of doing business of transit railways is a fascinating subject and makes a very satisfying hobby, whose many forms include inspection trips, photograph collection, model building, and investigation of the subjects of schedules, operation, car construction and maintenance, track, signals, traffic, regulations and history, to name but a few of the intricacies which combine to make railways and railroad-ing one of the most enjoyable of human activities.

Throughout the nation these "rail fans" have organized into groups or clubs dedicated to the promotion of public interest in railways and railroads, and to serve as a medium through which railway news and educational information may be exchanged.

One of the most active of these,

perhaps, is the Railroad Boosters of Los Angeles. On Sunday, July 21st, this organization made its fifth Lary excursion to study the newer types of equipment as well as the recently constructed track projects, terminal loops, the Aliso Street Bridge and the Santa Barbara Avenue "third rail".

In the four years since it was founded, the Boosters have made thirty-one excursions totaling over 500,000 rail fan miles. Fourteen previous trips were made on the Pacific Electric system, six on the Santa Fe, five on the Southern Pacific, and one on the Union Pacific.

On one occasion, Wayne Melching, a founder, was asked, "What is the significance of the name, 'Railroad Boosters'?"

"Simply this—", replied Melching, "Individuals who have, either in the pursuit of a livelihood, or in following a hobby, delved into the intricacies of railway operations and management, and have observed the sound fundamental principals upon which they are based, cannot help but be boosters for the carriers. Therefore, is it not altogether logical that our organization assume the significant name "Railroad Boosters?"

# For the LADIES

Edited by  
Mrs. Paul Brown

## Teaching Via "Eye, Ear and Fingertips"

By MARGARET MACKAY,  
*Visual Aids Assistant,  
Visual Education Section,  
Los Angeles City Schools*

THERE are times when appearances are certainly deceiving. Take the old school house at Sentous and Pico—the jumping off place for relief men on their way to check in at the carhouse. Old Sentous school looks about as interesting as a sow-belly, but don't let it fool you. Inside its drab, flea-bitten walls is such activity as to shame the termites in its studs.

Dignified by the name of Sentous Center of the Los Angeles Board of Education, the building houses a number of offices of the city school system, not the least being the Visual Education Section. This Section supplies to the children of the city materials which will educate them through their eyes, ears, and fingertips. The use of these materials is one of the most, if not *the* most, effective means of teaching. The superlative is based on fact.

Visual education is accomplished by means of various tools which include motion pictures, photographs, lantern slides, railroad posters, colored transparencies, and objects. Besides these visual aids, there are others that leave a considerable dent on a child's mind through his ears. These audio-aids include electrical transcriptions of news events, lectures, dramatic readings, and folk songs. Besides these, there are microphones which students may use to give classroom "broadcasts." Children in the city schools have become so accustomed to microphones that they do not know what "mike fright" means.

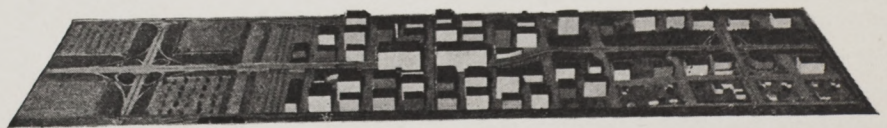
These audio-visual aids are circu-

•  
*Barney  
the  
Bronc  
serves his  
purpose  
in  
acquainting  
youngsters  
with the  
first  
principles  
of  
equestrianism.*  
•



lated to the 400 schools in the city system from the Visual Education Section, or are left in each school for the teachers' continual use. The aids correspond to the subject matter being studied and therefore furnish experience not otherwise obtained just through readin' and writin' and 'rithmetic. And don't let them fool you—these last three musketeers are still very much in evidence in school classrooms.

Among the important teaching aids that have been developed lately by the Visual Education Section are objects and models made by a WPA project. This project is called the Educational Museum, and gives work to fifty professional and clerical persons. There isn't a shovel-leaner in the crew—first, because there are no shovels on the job, and second, no one has time to lean. The WPA personnel that constructs the objects are



*Model of Motor Highway of the Future.*

in the old gymnasium building behind Sentous Center where there are lathes, saws, and other equipment furnished by the Board of Education. The Federal Government supplies the labor.

The WPA personnel of the Educational Museum has produced hundreds of objects that have been welcomed by teachers in their classrooms because of their experience value. Take Barney, whose portrait appears here. Barney is the son of Canvas out of Three-ply, and therefore is as good a wooden horse as ever came in after dark at any race-track. Hundreds of children in Los Angeles have never seen a horse, let alone been up on one—even a wooden one. A cattle saddle is something they see in pictures or over the fence at a rodeo. As for the chaps and rope, they are as common as a chink of moonbeam on the dining room table. Children in the elementary grades stand in line when Barney arrives in their classrooms, and some of the youngsters cannot be dismounted, even by force, after they are once in the saddle!

Another type of model is the Motor Highway of the Future that was made under the supervision of the Automobile Club of Southern California. It contains not only highways, streets, and crossings used to educate the future drivers of motor cars in proper driving procedure, but it brings to their attention the necessity of traffic safety rules. The model includes all the features of modern highway planning such as the clover leaf, underpass and overpass. This model is naturally used in the high schools where boys and girls have reached the age when they bedevil father and mother for the use of the family car.

Objects like these, along with other audio-visual aids have a large circulation during a school year. Trucks piled high with these teaching tools can be seen going in and out of the Sentous gate, otherwise no one would guess from the looks of the place that so much was ticking inside.

# LIBRARY NOTES . . .

ACCIDENT FACTS. 1940. National Safety Council. Accident statistics for the year 1939. Includes statistics concerning transit accidents.

AMERICAN SOCIETY OF CIVIL ENGINEERS. Proceedings. Concrete Specifications Number. June, 1940. Recommended practice and standard specifications for concrete and reinforced concrete.

BRAKES AND STOPPING OF MOTOR VEHICLES. J. S. Baker, Traffic Engineer. National Safety Council. This memo answers such questions as "How far does a car go in stopping?" "If a car left skid marks 30 feet long how fast was it going?" and "What are 'good' and 'poor' brakes?" It does **not** cover the subject of brake inspection, design, or maintenance.

BOOK REVIEWS. Three books reviewed and recommended by the Transit Journal for June are VIBRATION OF RAIL AND ROAD VEHICLES, by B. S. Cain; AUTOMATIVE DIESEL MAINTENANCE, by W. J. Cumming; and ELECTRIC TRANSPORTATION, by Francis R. Thompson. These books are in the Los Angeles Railway Library.

HIGHWAY SAFETY DIGEST. 1940. A booklet containing short articles on traffic safety published by the Automotive Safety Foundation.

INDUSTRIAL MOBILIZATION PLAN (Revision of 1939). A study of methods for the effective and equitable utilization of the industrial resources of the United States in time of war.

INSTITUTE OF TRAFFIC ENGINEERS. Proceedings 1939. Articles recording outstanding developments of the year 1939 in the traffic field.

MIGRANTS: A national problem and its impact on California. May, 1940. A report by the California State Chamber of Commerce which deals with the phases of the migrant problem which are the most urgent.

THE MOTOR COACH WAY. Fortune Magazine. July, 1940. A survey of

successful motor coach operation by the Chicago Motor Coach Company and Fifth Avenue Motor Coach Company in New York.

ONE PHASE OF A JERSEYMAN'S ACTIVITIES. Thomas N. McCarter. 1939. A collection of addresses and papers published by Mr. Thomas McCarter, Chairman of the Board of Public Service Corporation of New Jersey. The addresses cover a variety of subjects and were delivered during his 36 years service with the Corporation.

PARKING AND TERMINAL FACILITIES. American Automobile Association. 1940. A summary of questionnaire data pertaining to parking and terminal problems.

REPORT ON STREET TRAFFIC SURVEY, 1938-1939. Sacramento. City Planning Commission. A traffic survey of Sacramento which includes investigations of vehicle and pedestrian volumes, vehicle speeds, accident statistics, obedience to STOP-and-GO signals and other related matters.

THE STORY OF THE DEPARTMENT OF INDUSTRIAL RELATIONS. California Safety News. June, 1940. The story of the California Department of Industrial Relations and its far flung activities.

THE USE OF SKID MARKS IN CALCULATING MOTOR VEHICLE SPEEDS. Donald S. Berry, National Safety Council. This bulletin contains general information on brakes and the stopping of motor vehicles. Gives detailed information on the use of skidmarks in calculating speeds vehicles were traveling prior to being involved in traffic accidents.

## ANNUAL REPORTS

Wisconsin Public Service Corporation, 1939.

Fifth Avenue Coach Company. 1939.

First Annual Report of the National Council of Private Motor Truck Owners. 1939.

## HATE!

By W. W. WEBB  
16th Street Coach Division

Hate is a poison  
That kills those virtues  
Which we admire so much.  
It robs your face  
Of that friendly smile,

Your hand of its  
Sympathetic touch.  
It shrivels your soul,  
It warps your life—  
You live in  
A melancholy state.  
No man ever reached  
The heights of joy.  
On a stairway  
Built of Hate.



# Clubs and Vets

## VETERANS CLUB

By MYRON TAYLOR

Our meeting on July 9th was very well attended, it being a Sword Meeting. There were ten new Comrades who took that famous ride on our Goat, and Old Whiskers was so worn out that he will have to have an extra bale of tin cans on his diet before the next meeting which will be held on August 13th, at Patriotic Hall. The new Comrades who journeyed across desert and mountains and plunged tirelessly on through underbrush and tunnels only to be turned back and return through snow storms and rivers are as follows: Charles Detrick, Jack Dark, M. P. Case, D. W. Daniels, J. G. George, and F. O. McDonough of Division 5; W. B. Hutchinson of Division 3; J. C. Boyce of Division 1; and Jack Rowley from Virgil. These Comrades are all very good rough riders and "Can They Take It!"

The Veterans Club enjoyed a nice turn out for the installation of new officers at Lary Post 541 American Legion on July 16th and saw Charles (Handle-Bars) Detrick installed as Commander for 1940-41. The Veterans Club wishes at this time to congratulate the Comrades of Post 541 on their fine selection of Comrade Detrick as Commander. We sincerely hope that the good ship 541, Captained by Charlie Detrick, with a crew second to none, will weather all storms and come through with flying colors.

The Veterans Club cordially invites all Comrades of Post 541 to any of our business meetings on the fourth Tuesday of each month, which are held at the Recreation Center Bldg., 3990 Menlo Ave. R. C. Hoyle, Commander.

## VETS CLUB AUXILIARY

By ELLA M. HOYLE

The regular meeting of the Auxiliary was held on July 9 with the largest attendance of the year. All new members were on the side lines, and two more were initiated.

The second meeting of the month will be held at Recreation Hall, Exposition Park, on July 23 at 8:00 p.m. sharp.

The sewing group will meet at the home of Evelyn Staten, 3368 Jeffries Street. All members are cordially invited to attend all meetings.

## AMERICAN LEGION POST 541

By LEO L. LEASMAN

July 16 at Patriotic Hall the Post, S.A.L. Squadron, Auxiliary and Jr. Auxiliary held a joint installation before a large and enthusiastic audience. Dr. Chas. Sebastian, Past Commander of the 17th District acted as installing officer assisted by the 17th District Ritual Team, installing the members of the post and the squadron in a joint ceremony. Comrade Chas. (Handlebars) Detrick as commander; Wm. Coverdill, 1st Vice; Sam Wickham, 2nd Vice; Bob Copeland, Historian; G. C. Gilliland, Chaplain; Ira Mattern, Adjutant; Elgin Logsdon, Finance Officer; F. F. Favour, Sgt.-at-Arms; Francis Davis, Asst. Sgt.-at-Arms; Harry Plank, Dewey Hager, Bob Manning and Leo L. Leasman, executive committee. Bob Manning as the Junior Past Commander having had a very successful year. LeRoy Carson as Captain of the Squadron.

The Auxiliary and Jr. Auxiliary were installed by Junior Past County Council President Irene Burgoon who is a member of Union Labor Auxiliary assisted by the 17th District

Ladies Ritual Team. Mrs. Marie Manning as President; Lou Murphy, 1st Vice; Mae Carson, 2nd Vice; Esther Wickham, Secretary; Mary Favour, Treasurer; Grace Gordon, Chaplain; Lona Davis, Historian; Hester Coverdill, Sgt.-at-Arms; Ilena Detrick, Marshall; Margret McCafferty, Emma Marques and Amy Jackson, executive women. Kay Detrick as President of the Junior Auxiliary.

Comrade Bob Manning received a diamond studded past commanders' lapel button from the Post and Comrade Ed Roche made a very fine presentation speech.

Bettie Leasman, Junior Past President, received a very beautiful lavalier given her by the Auxiliary and her husband; Mrs. Betty Loukanski, Department Child Welfare Chairman, making the presentation. Several other presentations were made after which all retired to the dining room where refreshments were served.

Friday, August 2, is lection of County Council Officers and we are all looking forward to Aug. 12 to 16 in San Diego as that is the Department Convention. Comrade Detrick, Bob Manning, F. F. Favour and Leo L. Leasman are delegates and are getting all set for a good time.

## WOMEN'S CLUB

MRS. H. A. DEWEY

The breakfast and card party held June twentieth in the club rooms was enjoyed by everyone present, including the men. Thirteen dollars were added to the treasury as a result.

Miss Lois Hartman entertained with several whistling solos accompanied by Mrs. George Sinclair. The numbers included "The Firefly", "The World Is Waiting For The Sunrise", "Manzanillo", and "Valse Parisienne".

The fashions of the various periods of history were portrayed by the following: Elizabethan Mrs. E. J. Miller, Colonial Mrs. O. J. McDermith and Mrs. L. M. Coe, early Indian styles Mrs. J. T. Watts, Civil War Mrs. W. G. Clardy and Mrs. J. F. McCormick, Gay Nineties Mrs. Carl Larson and Mrs. L. M. Coe, Twentieth Century Mrs. A. R. Hemm and Mrs. O. J. McDermith.

Door prizes were won by Miss Quigley, Mrs. W. T. Skinner, and Mrs. W. G. Clardy. High score prizes were presented to Mrs. O. J. McDermith bridge, Mrs. R. F. Dwyer five hundred and Mrs. H. A. Dewey bunco.

Forty-one people, consisting of Women's Club members, their guests and their families learned that a picnic can be a pleasing diversion on a hot hummer day.

Seated at two long tables loaded with delicious food and situated underneath tall shade trees in Sycamore Grove, the club's annual picnic got off to an auspicious beginning, about noon. After lunch, at which almost everyone ate too much, the afternoon was spent in playing games.

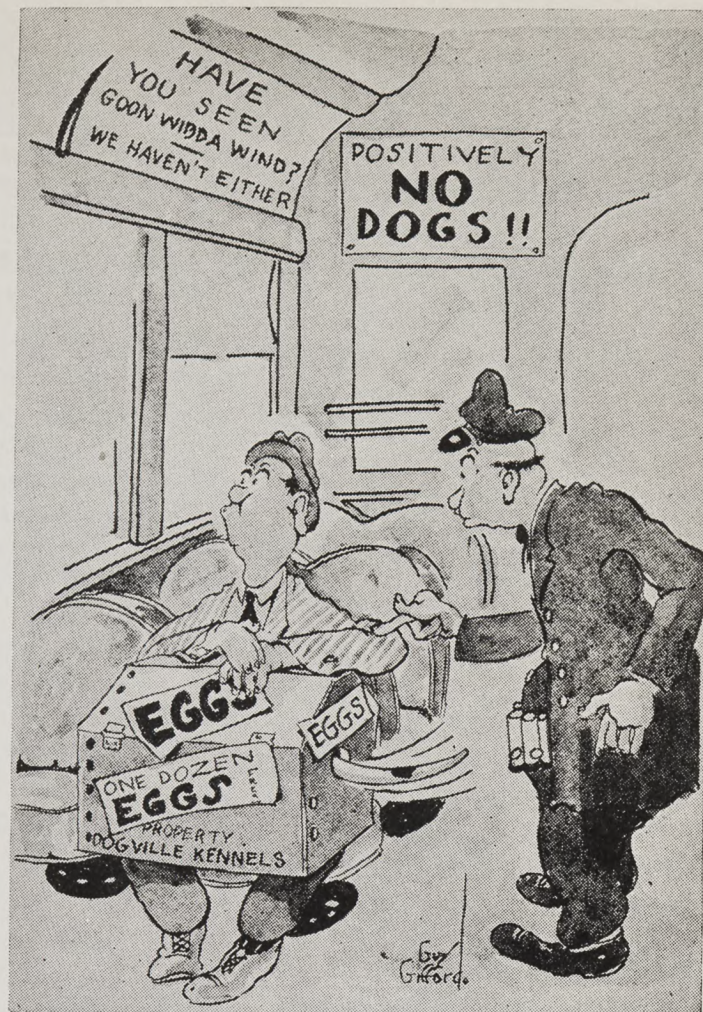
Highlights of the picnic were the cake brought by Mrs. J. S. Peach, the all day suckers sent by Mrs. J. T. Watts and the watermelon furnished by Mrs. James W. Inman, which returned home intact.

There are new things in store this coming year, starting September 5, for the wives, daughters and sweethearts of the Los Angeles Railway employes. Let's celebrate your birthday and make your home state famous. For it's to be "hello again" in the club rooms at 962 W. 12th Place. Just an informal gathering to make new friends and greet the old, "I hope I hope I hope". So we'll be seein' you.

Maid: "Pardon, madame, but two men were watching you through the window while you were dressing."

Madame: "That's nothing. You should have seen the crowd when I was younger."

*"I must ask  
you, please sir,  
to make those  
eggs stop  
barking!"*



## ECLIPSE OF GLOOM

By W. Y. STEARNS (Virgil)

One evening, not so long ago,  
I had the dog out walking,  
And noticed in the street-light's glow,  
Two colored women talking.  
A dominant note of gayety  
Ran thru their conversation  
So I edged a little closer  
To find the cause of their elation.  
It seems that one had gone to work  
At six o'clock that day,  
And served the meals,  
And done the wash  
The old familiar way.  
But the climax came that evening  
When, quite unexpectedly,  
Eight guests arrived for dinner  
To surprise the family.  
The extra work she had to do,  
Had worn her to a thread,  
And it was all that she could do,  
To make it home to bed.  
And here she roared with laughter,  
And doubled up with mirth,  
The troubles that she'd had that day,  
Were the funniest on earth.  
Then they both went into spasms

At the humor of their plight,  
The other's case was much the same,  
But still their hearts were light.  
For they, like true philosophers,  
Did not bewail their lot.  
The heavier their work became,  
The funnier it got.  
They laughed, they howled,  
They slapped their knees,  
They held their ample sides.  
They leaned against the nearby trees,  
And playfully thumbed rides.  
Their ever-lasting cheerfulness  
Was quite beyond relief,  
They filled the night with joyful sounds,  
While laughing off their grief.  
And then I got to wondering,  
If I were in their place,  
If I could bear my troubles  
With just half as good a grace.

Three men were lined up before a cross-eyed judge.

Judge: (Glaring at first man) "What's your name?"

Second man: "John Jones, sir."

Judge: (Glaring at second man) "I wasn't talking to you."

Third man: "I didn't say anything."

# KNOW YOUR COMPANY

**S**OME more odd corners of the Company properties, seldom seen by most of us.



ABOVE—Central Sub-Station, located in the 16th St. Yard. Here also are the offices of Line Dept., Electrical Construction and the Load Dispatcher.



ABOVE — Westlake Sub-Station on Ocean View between Coronado and Parkview.



LEFT—University Sub-Station on corner of Santa Barbara and Hoover.



RIGHT—Soto Sub-Station on corner of Sixth and Soto.



LEFT—Ardmore Sub-Station on  
Corner San Marino and Ardmore.



RIGHT—Plaza Sub-Station on Los  
Angeles St. and Sunset Blvd.

Amateur Candid  
Camera Shots  
of  
Company's Manual  
Substations  
by  
L. F. Sparks,  
Vernon Yard.



LEFT—Huron Sub-Station, Ave.  
28 and Huron. Operator Duke  
Cockrane giving cameraman the  
once over.



RIGHT—Sentous Sub-Station on  
12th Place, next door to Div. 4.

# S P O R T S . . .

## SOFT BALL

THE boys under the arcs are still up and at 'em each Tuesday, Wednesday and Thursday and if any of you have not seen these teams in action you had better step out there right away.

The start of the second half of the season is just getting under way with all the teams aspiring for that top spot and a chance to compete in the playoff. The Garage has lost their star pitcher, Gene Lockridge, hence the rest of teams feel that the Garage is now so weakened down to their strength that they are all pointing to pour it on, as no team has been able to defeat the Garage in a league game

while they enjoyed the services of Gene.

With Gene leaving the Company it was necessary to elect someone to fill the office of President of the Softball League. Walter Whiteside of the main office was elected to fill the unexpired term.

## SOUTH PARK WINS

WINNING the second straight game of a scheduled three-game play-off, the South Park Shops baseball team defeated Vernon Yards, last year's champions and runner-up this year, by a score of 9 to 5. The score of the first game was 8 to 7.

The shop boys, playing championship ball all season, tied with Vernon for the league lead by winning 5 and losing 1, that game to Vernon. They entered the elimination play-off, gaining the finals by defeating Division One in a very hard-fought game.

### LEAGUE STANDING

#### First Half—

|                | Won | Lost | Pct. |
|----------------|-----|------|------|
| Coach Cleaners | 4   | 1    | .800 |
| Electricians   | 4   | 1    | .800 |
| Garage         | 4   | 1    | .800 |
| 16th St. Coach | 2   | 3    | .400 |
| South Park     | 1   | 4    | .200 |
| Division 4     | 0   | 5    | .000 |



RECENT BASEBALL SCORES

June 23—

|  |                 | R. | H. | E. |   |  |  |  |  |
|--|-----------------|----|----|----|---|--|--|--|--|
| At 11:00 A.M.—   |                 |    |    |    |   |  |  |  |  |
| Division 3   | 0 0 0 0 0 0 0 2 | 2— | 4  | 5  | 3 |  |  |  |  |
| South Park   | 0 0 1 4 1 0 0 0 | *— | 6  | 9  | 3 |  |  |  |  |
| Batteries: Woodward, Christonson and Barnett; McGahan and Oliveri. |                 |    |    |    |   |  |  |  |  |

|  |                 | R. | H. | E. |   |  |  |  |  |
|--|-----------------|----|----|----|---|--|--|--|--|
| At 2:00 P.M.—  |                 |    |    |    |   |  |  |  |  |
| Coach  | 0 2 3 0 4 0 1 0 | 1— | 11 | 17 | 4 |  |  |  |  |
| Division 5   | 0 0 2 0 0 0 2 4 | 1— | 9  | 12 | 5 |  |  |  |  |
| Batteries: Murray and Smith; Thomas, Landreth and Ryan, Frievoгле. |                 |    |    |    |   |  |  |  |  |

June 30—

|  |                 | R. | H. | E. |   |  |  |  |  |
|--|-----------------|----|----|----|---|--|--|--|--|
| At 11:00 A.M.—   |                 |    |    |    |   |  |  |  |  |
| Vernon   | 0 2 0 1 3 1 1 0 | 0— | 8  | 9  | 2 |  |  |  |  |
| Division 5   | 0 0 2 0 0 3 0 0 | 1— | 6  | 11 | 6 |  |  |  |  |
| Batteries: M. Saiza and V. Saiza, Ybarra; Landreth and Frievoгле, Ryan, Templin. |                 |    |    |    |   |  |  |  |  |

|   |                 | R. | H. | E. |   |  |  |  |  |
|---|-----------------|----|----|----|---|--|--|--|--|
| At 2:00 P.M.—   |                 |    |    |    |   |  |  |  |  |
| Division 4  | 0 0 2 1 0 0 0 0 | 8— | 11 | 16 | 7 |  |  |  |  |
| Coach   | 0 3 2 0 0 0 0 3 | 1— | 9  | 10 | 3 |  |  |  |  |
| Batteries: Vance, Locklier and Curry; Murray and Smith. |                 |    |    |    |   |  |  |  |  |

July 7—

|  |                 | R. | H. | E. |   |  |  |  |  |
|--|-----------------|----|----|----|---|--|--|--|--|
| At 2:00 P.M.—  |                 |    |    |    |   |  |  |  |  |
| Division 3   | 0 1 0 0 1 0 0 0 | 0— | 2  | 5  | 5 |  |  |  |  |
| Division 4   | 2 0 0 3 0 0 2 0 | *— | 7  | 10 | 1 |  |  |  |  |
| Batteries: Woodward, Christonson and Besswick, Barnett; Vance, Locklier and Curry. |                 |    |    |    |   |  |  |  |  |

July 14—

Playoff games between the four leading teams. The winner of each game to meet in a three game series to determine the champion.

|  |                 | R. | H. | E. |   |  |  |  |  |
|--|-----------------|----|----|----|---|--|--|--|--|
| At 11:00 A.M.—                                     |                 |    |    |    |   |  |  |  |  |
| South Park   | 3 0 0 0 2 4 0 0 | 0— | 9  | 11 | 4 |  |  |  |  |
| Division 1   | 0 0 3 0 2 2 0 0 | 0— | 7  | 7  | 5 |  |  |  |  |
| Batteries: McGahan and Oliveri; Means and O'Neill. |                 |    |    |    |   |  |  |  |  |

This was an exciting game throughout. McGahan of South Park struck out 15 while Means of Division 1 was putting the K to 11. Both teams deserved to win.

|  |                 | R.   | H. | E. |   |  |  |  |  |
|--|-----------------|------|----|----|---|--|--|--|--|
| At 2:00 P.M.—  |                 |      |    |    |   |  |  |  |  |
| Division 4   | 2 0 0 1 0 1 0 0 | 2 0— | 6  | 14 | 3 |  |  |  |  |
| Vernon   | 0 2 2 0 0 0 0 2 | 0 1— | 7  | 12 | 4 |  |  |  |  |
| Batteries: Vance and Curry; Peralta, Saiza and Ybarra. |                 |      |    |    |   |  |  |  |  |

Another exciting game, this one going 10 innings. Division 4 gave last year's champs everything they could ask for and had them plenty worried.

July 21—

|   |                 | R. | H. | E. |   |  |  |  |  |
|---|-----------------|----|----|----|---|--|--|--|--|
| FIRST GAME OF PLAYOFF                             |                 |    |    |    |   |  |  |  |  |
| Vernon  | 0 1 0 0 0 0 5 0 | 1— | 7  | 10 | 3 |  |  |  |  |
| South Park  | 2 0 0 1 0 4 1 0 | *— | 8  | 11 | 6 |  |  |  |  |
| Batteries: Saiza and Ybarra; McGahan and Oliveri. |                 |    |    |    |   |  |  |  |  |

Fans, this one was a real thriller. South Park was coasting along with a nice lead but nearly forgot to quit coasting. These two teams are sure fighting for every run. The final outcome appears very uncertain.

MY HAIR HAS WENT!

By W. Y. STEARNS (Virgil)

Before I got a timber-line  
 Around my funny dome,  
 I used to think that it was fun,  
 To stay away from home.

But now that I am ready  
 For a "true-to-life" toupe,  
 I still think it's a lot of fun,  
 To greet the break o' day.

And tho, perhaps, I've lost my hair,  
 And here and there a tooth,  
 I feel I haven't lost a thing,  
 Until I've lost my Youth.

The latest model tower wagon—year 1901.



BATTING AVERAGES

Over 300 . . . .

|                   | At Bat | Hits | Avg. |
|-------------------|--------|------|------|
| Templin (5)       | 11     | 5    | .455 |
| Sears (1)         | 25     | 11   | .440 |
| Burlingame (5)    | 21     | 9    | .429 |
| Manriquez, G. (V) | 17     | 7    | .412 |
| McGahan (S)       | 17     | 7    | .412 |
| Broman (3)        | 15     | 6    | .400 |
| Widick (C)        | 23     | 9    | .391 |
| Carpio (V)        | 18     | 7    | .389 |
| Sanderson (S)     | 13     | 5    | .385 |
| Andrews (4)       | 26     | 10   | .385 |
| Ybarra (V)        | 16     | 6    | .375 |
| Jones (1)         | 24     | 9    | .375 |
| Stevens (4)       | 8      | 3    | .375 |
| Duncan (5)        | 27     | 10   | .370 |
| Murray (C)        | 22     | 8    | .364 |
| Hill (5)          | 11     | 4    | .364 |
| Saiza (V)         | 11     | 4    | .364 |
| Marsden (S)       | 26     | 9    | .360 |
| Sansom (1)        | 25     | 9    | .360 |
| Smith (C)         | 23     | 8    | .347 |
| Stoner (C)        | 24     | 8    | .333 |
| Aikens (C)        | 24     | 8    | .333 |
| Ormston (S)       | 15     | 5    | .333 |
| Means (1)         | 18     | 6    | .333 |
| Triboulet (3)     | 21     | 7    | .333 |
| Barriclaw (4)     | 24     | 8    | .333 |
| Locklier (4)      | 21     | 7    | .333 |
| Waggoner (4)      | 25     | 7    | .318 |
| Kelsey (S)        | 13     | 4    | .308 |
| Williams (5)      | 23     | 7    | .304 |
| Woodward (3)      | 10     | 3    | .300 |

Some Time Ago

# Around the Divisions



## Division One

R. C. RUGGLES



*This little tot is David Carl, born June 1, to Conductor and Mrs. J. M. Ashcroft (Division 1.)*

On July 8th, Foreman Pop (E. H.) Ellis transferred to Division Five as foreman, and Mr. F. L. Ervin, foreman of Division Five, took his place. We were all very sorry to lose Mr. Ellis. However, we have gained a very fine foreman in Mr. Ervin. Both men were extremely well thought of at both their divisions and undoubtedly the ledger has been balanced with no gain or loss.

We of this Division can be mighty proud of our bowlers. At this writing our Team B stands at the head of the league and the way they are bowling at the present, the other teams are going to have a hard time displacing them.

Our ball team has been doing pretty well this year too. They managed to reach the semi-final playoff, but when they ran up against the Shops team on July 24th they fell by the wayside to the tune of 9 to 7. Next year, with a little more prac-

tice, the boys promise to give the other teams in the league a pretty tough touse for the top spot.

A subject of vital importance to all of us is "Accidents". Accidents for June show a decided decrease over the previous months of the year, but we are still aiming for a higher goal. Past performance shows that we can cut down our accidents when we put forth enough effort. Mr. O'Hare has posted a figure at the Division for us to shoot at for the month of July. That figure is 200, and I believe that we can not only keep down to that figure, but we can go below it. So let's prove to ourselves that we are capable of a very good record.

By the time this issue of Two Bells is published Ye Scribe will have returned from vacation, visiting friends in San Francisco, taking in the Fair, and doing a little bit of the well known Railway men's pastime, fishing.

Our Janitor, R. A. Hogan is also on vacation, and Mr. Walter Goode is taking his place.

Also on vacation are C. P. Moore, spending two weeks in Wyoming; J. T. Horner, two weeks in Sequoia and Yosemite; E. E. Sanders, three weeks visiting relatives in Texas; S. Ashworth, two weeks in Yosemite; H. Van Unen, taking two weeks; J. Viellenave, one month at Lake Tahoe; F. A. Todd, one month in Texas; W. G. Lloyd, three weeks, visiting relatives in Iowa. R. O. Schweigert is spending two weeks with the Marine Corps.

Motorman J. G. Birch has been on the sick list since June 27th, and is still in the hospital.

Clerk Evans is still on the sick list; although he visited the Division one day and looked as brown as an Indian. He is anxious to be on the job as soon as possible.



## Division Three

L. VOLNER

On this date—July 16th—Division Three has made a record which will show all other divisions that our men know the correct operation of cars for that knowledge has been the principal reason we have this excellent record. To date we have had six days without anyone having to call for a yellow sheet. It would certainly have done you good to have seen how pleased our Superintendent was when telling of this achievement.

We are sorry to announce the passing of the wife of former conductor H. C. Albertson, who is now working as watchman. Funeral services were held for Mrs. Albertson on July 6th at the Little Church of the Flowers in Forest Lawn. Mr. Albertson has the sympathy of all his former co-workers.

To date the Federal Credit Union of this division has handled approximately fifty thousand dollars.

During the past month Foreman R. W. Reid was out of the office for a few days on account of sickness.

The T. U. C. News, the official organ for the union members of the Los Angeles Railway, was somewhat depleted in their issue of July 13th, much to the regret of most of the employes, as this paper, as formerly conducted, was much enjoyed by all. It is the hope of all that those in charge of same will be able to restore it to its former standard.

When a man is selected to become a platform man his general knowledge and personal appearance are among the qualifications required,

but there are some qualities in a man which are not shown when he makes application or when he is breaking in with a regular man. When he is out on his own is the time when the stuff of which he is made of will show up. We have in mind a young man who, in general knowledge and personal appearance, would make a good record in any position, but there was something lacking, for, after repeated warnings for various violations of the Company rules, especially his disposition toward the public, he was found not adapted for platform work and had to be removed. Our Superintendent says he hates to have to discharge a man but in justice to all the others, when one continually violates so many rules, it just has to be done, as the general public will notice the misdeeds of one man and put all others in the same class.

## Virgil & Santa Monica Coach



L. S. HENDRICKS

Operator D. J. Sporman and wife enjoyed their vacation in Minneapolis, Minnesota.

Operator R. F. Knauf and family vacationed at Crystal Lake.

Those who missed seeing the picture painted by Operator C. P. Hunt will be interested in knowing that it is on display at the Fullerton Art Gallery, Fullerton, California. Another picture will soon be finished and on display at the Los Angeles Library.

Lieutenant T. F. Hoyne and Sergeant A. J. Wycoff are away on maneuvers with the National Guard for a months training.

Among the fishermen who recently experienced a rough sea trip were L. F. Barnes and Boysal.

Operator W. L. Blaylock is training with the Chevrons Co-Op at Municipal Airport, Inglewood.

Bowlers of the Virgil Bowling Teams enjoyed a dinner at Lucca's Restaurant, Friday evening, July 19.

Operator R. T. Selbo and wife are vacationing in North Dakota.

Operator D. H. Getchell has a brother visiting him who has never been west of the Ohio state line. This is the first time the brothers have been together in 20 years.

Among the Operators on vacation are D. S. Coburn, J. Stewart, H. A. Atkins, R. J. Bloodgood, E. P. Dodd, (Fishing), O. R. Jordan, F. C. Krainer and F. A. Plehn.

Operators from Virgil on the sick list are W. J. Duggan, H. W. Hart-

man, W. C. Lane, C. E. Lidamore, T. F. Richter, V. L. Simmons, F. P. Webster and F. W. Stevens.

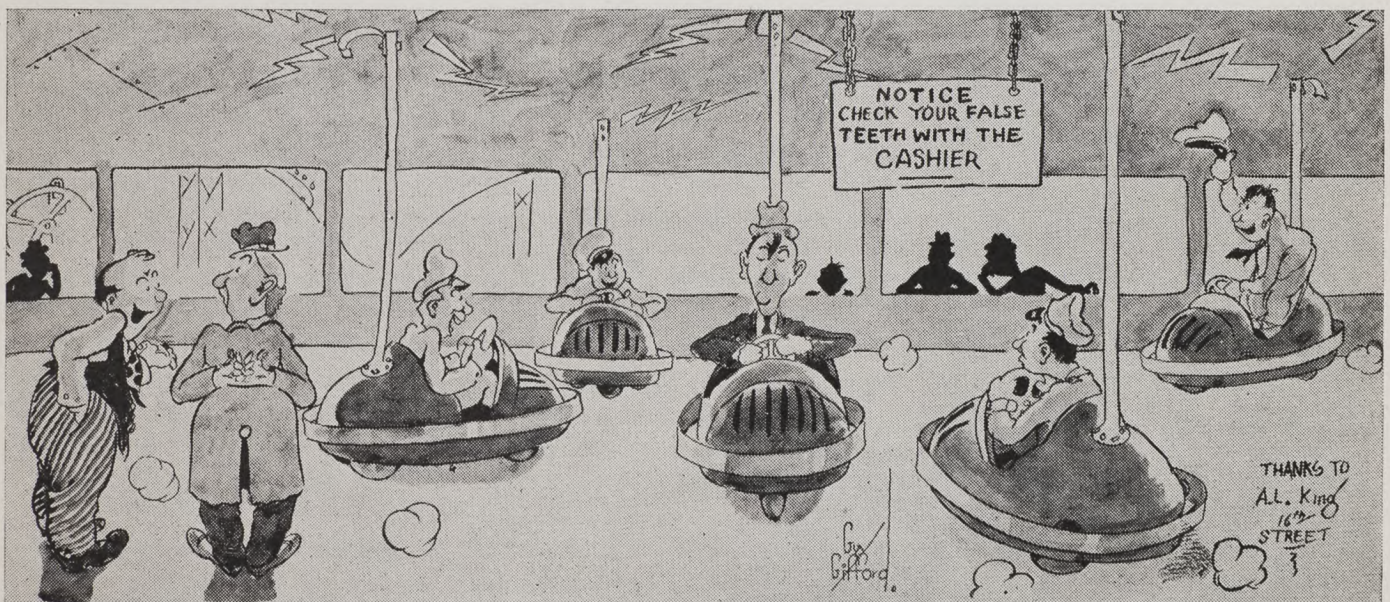


## 16th Street Coach

CHARLES H. HARDY

Our vacationing operators and their families are returning refreshed from their vacation trips. Mr. and Mrs. G. E. Wood spent a delightful honeymoon trip visiting Yosemite and Lassen National Parks, Klamath Falls, Crater Lake and many other scenic places in Oregon covering a total of over 2600 miles.

O. O. Obenshain toured the east on an extensive vacation. We are informed that this is his first trip out of California. W. T. Dean enjoyed good fishing during his vacation at the Catalina Isthmus. A. Reich is taking his vacation at Reno for the popular number of days. R. Rowland who really enjoys fishing caught a 35 pound yellowtail off San Diego recently. M. R. Petter enjoyed a trip to the site of the new Shasta Dam returning by way of Sacramento and down the river to San Francisco on the stern wheel river boat, Delta King. He visited the Fair while in the bay city.



"We have a typical 'screwdriver,' so coach operators can come in and release their suppressed desires!"



P. E. Brakebill, on the sick list, is now at home and welcomes visitors. The address is 6715½ Holmes Ave., Los Angeles. A. E. Chrysler, recovering from a back injury, is also at home now at 935 Westbourne in West Hollywood.

After a noted song writer had decided to let the Republican party use his popular patriotic song hit, Jimmy Kresge became imbued with the idea that the Democrats should adopt his latest song piece, "America Wants No War."

We understand that Supervisor H. Sweet is now taking flying instructions in the Chevrons Flying Club.

Kenny Funk, who is now on the Silver Lake line after many years on Wilshire, was presented with an ostrich leather billfold as a farewell gift by a group of regular passengers who always rode with him on his first trip from the beach each morning.

Food for thought. Many emergencies arise that are not covered by our Medical Plan or other forms of insurance. The wise employe puts his spare pennies in the Credit Union as an added protection.

Effective July 1st M. W. Cook received the appointment as Regular Supervisor. J. R. Dittman and P. D. Tucker were appointed Extra Supervisors. Congratulations men! We know that you will serve well in your new positions.

## GARAGE

As the peak of the vacation season is reached we find that most of our vacationists and their families are making trips to outdoor recreation centers for a complete change and relaxation. Tom Casey returned from an enjoyable trip to Vancouver, B.C. Jerry Smith of the Storeroom spent his vacation with his wife and their friends at Yosemite. John Marvel visited his people in Wyoming and Colorado. E. Lockridge obtained a leave of absence in order to tour Alaska. A. A. Zimmerman from Division 1 is filling this vacancy. E.

Tremain enjoyed good fishing off Mexico. John Keller took his family to Lake Elsinore and also to a friend's ranch in the Elsinore mountains where they enjoyed plenty of good food and clean fresh air. Benny Walters returned from his old stamping ground, Sequoia. Norman Lane vacationed at Mammoth Lakes. The Nolff boys, Floyd and Wes enjoyed a fine vacation and good fishing at Bass Lake. A. Young, champion rabbit hunter of the Wash Rack, has turned to salt water fishing. He started out with rod and reel and fortunately someone immediately discovered that the reel was on backward before a fish had a chance to reel Young into the ocean. It is reported that he brought back all the fish he could carry.

By placing your spare pennies regularly in your Credit Union you can have a tidy sum to spend for Christmas or for your vacation next year.

We were sorry to hear of the death of Tom Mize, watchman, who was well known and well liked in this department.

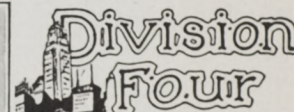
At the time of this writing Miss Emerson was still on the sick list. S. C. McKenzie of South Park is assisting the Storeroom crew during her absence. Irving Jones had the cast removed from his leg recently. G. Cater is still on the sick list.

E. McClendon is welcomed as a new man on the Wash Rack.

Johnny Lynch and L. B. Davis are learning to fly with the Chevrons Flying Club. This organization is composed largely of Coach Operators.

As the Coach Cleaner's softball team was warming up for its scheduled game with the famed Garage team, Henry Pree, manager of the Cleaners, informed his players that he would furnish the refreshments if they won the game. They took the game with a score of 17 to 12 and Henry is a happy man even though it cost him \$1.35 for refreshments.

Forest, son of General Foreman Doyle Rishel, Sixteenth Street Garage, graduated from Fremont High School in the Summer '40 class and received a "Perfect Attendance" award for the three high school years, and also a "Certificate of Merit" award.



R. H. GRETTEBERG

Division Four scores again! The Rally of July 13th was an outstanding success. Judging from the record crowd in attendance, one can be fairly safe in predicting that more of the same calibre will be a permanent feature. The Jinnistan Grotto Patrol opened the show with a flag ceremony, assisted by R. T. Gamble of the V. F. W. and C. J. Jackson of the Vets Club. Mr. C. E. Morgan followed with the Railway Theme Song, "Smiles," which put everyone in a receptive mood for the featured speaker of the evening, Mr. John Collins of the Safety Department, who brought to our attention in a lively, interesting talk the many phases of Courtesy and Safety, favoring a 1940 SAFETY YEAR! Other highlights during the evening were timely entertainments and several hours of dancing to the tunes of our L. A. Ry. Orchestra. It was a pleasure to have many of the boys from other divisions and quite a number of members from "The Railway Boosters Club" present. A good time was had by all.

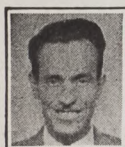
We are pleased to note that Transfer Clerk A. M. Emerson (Div. 4) has just completed his 27th year of active service. Congratulations "Emmy" and we have an idea there is

more news about this fellow, as on July 15th we noticed his name appearing in the "Intention to Wed" column. We will know more about this on his return from vacation on August 5th.

Most of the boys are wondering how Mr. W. H. Snyder (Supt. of Division Five) enjoyed his (Rattlesnake infested) vacation in Reds Meadows. It seems that he is very fond of these creatures.

Congratulations are in order for Motorman A. E. Seyers and Motorman W. J. Harris, who have just completed their 20th year of service with this company. We hope they enjoy many more of them.

Looking toward the men enjoying a leave of absence, we find W. G. Brooks on his ranch, R. E. Damm in St. Louis to visit his mother, V. G. Tomlinson in St. Paul, W. A. Pilon in San Francisco, E. W. Garrett in Iowa, H. W. Gilbert in Arkansas and M. L. Hart in Kentucky.



**F. ARLEIGH FRAZIER**

Eager to get in extra practice two members of the shops No. 1 Bowling team, W. W. Huskey and Joe Schwan made an evening of bowling. Joe brought his wife and Huskey asked her to play with them and thereby hangs a score in favor of Mrs. Schwan. She beat them both!! "Well I'll Schwan".

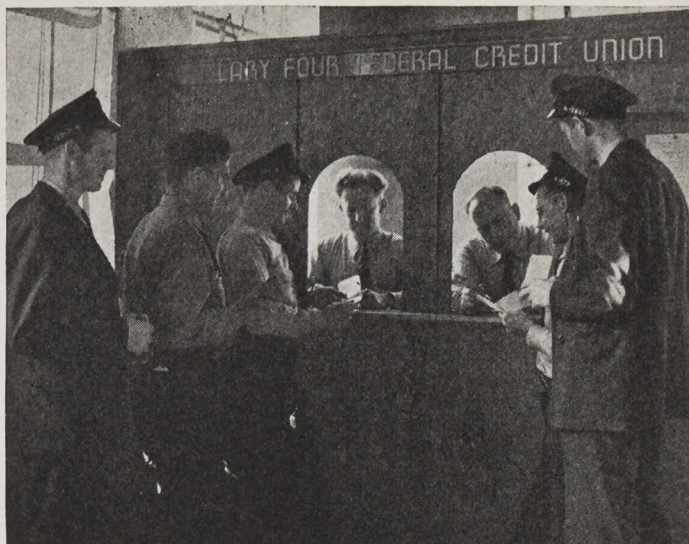
E. Boswell of the Truck Shop has just bought a 1931 Cheve. Is it to take the Boswell Sisters out in?

Robert Miller is vacationing from carpentering and is spending three weeks at Catalina.

A Pontiac is the chosen car of W. J. Carey who will enjoy it on his trip to visit his folks in Minnesota and will tell us how the 1940 models stand up on his return.

In order to save time Russell Litz tried to tighten the fan belt on his car while the motor was running. Ex-

•  
*President*  
**S. T. Cooper**  
*in window*  
*at right,*  
*and Treasurer*  
**H. D. Shier**  
*at left*  
*window.*  
 •



### NEW OFFICE OF LARY FOUR CREDIT UNION OPENS

For nearly two years LARY Four Credit Union officials transacted their business at tables in the Trainmen's Room. This will soon be one of the interesting memories of the organization's development for on July 26th the newly built office was opened for business.

Founded in August, 1938, LARY Four Credit Union now has 275 members. The total deposited on shares is \$4,715. 373 loans amounting to \$16,949.50 have been made and officials are confident a 5% dividend for 1940 will be declared.

perience is a dear teacher and thoughtlessness this time resulted in a broken finger.

Eddy Howell is telling stories again. Here are the two latest. On his week's vacation he drove around within the city limits 5000 miles; spent \$38.00 for gasoline, and gets 18 miles to the gallon of gas. Mathematicians figure it out how anyone can drive 5000 miles in one week in the city limits of L. A. He was looking for a home to buy. First marathon house hunt we've heard of. He bought one just two blocks from where he was living. Second story: As a

kid when he was bringing in the cows from the pasture an electrical storm from a cloud overhead paralyzed him and the cows.

To be able to enjoy fishing when and where they like, Bill Wilson and his son have purchased a boat. "Fisherman Bill he is known as in these days."

New men in the Truck Shops are James McLaughlin and William Mace.

Jack Ogden is building a new home and expects to be in it by the first of August.

Maybe Weather Prophet Bradley doesn't give correct weather reports but he sure can give you the monetary value of gold as he now has a mouthful.



**WALTER WHITESIDE**

Frank Maloney appeared quite sporty driving into Sequoia in his nice new Mercury.

Bill Boyd enjoyed a stay at Yosemite while Dick Payne camped in the King River country.

We don't know who or what the attraction was but John Turner made three round trips to San Diego.

Joe Caviedes had a swell time visiting the wilds of Arizona; Frank

Greenlaw just stayed at home; and Frank Archer enjoyed himself at Coronado.

S. L. Davis fished, swam and loafed at Catalina, San Diego and Lake Henshaw.

W. T. Smith says one can only stand so many mosquito bites and when that point is reached it is time to return home.

J. Linares says he knows a little more about aviation now that he has spent a good vacation studying same.

Harvey Zehner cleaned the cockle burrs from his newly acquired ranch and Hollywood Park cleaned the cockle burrs from Dick McDevitt.

S. H. Phillips and G. Sherrill say there is nothing like the mountains to spend one's vacation and proved that by camping along the King River while Al Crum and A. E. Inman held out for the vast Pacific and visited Catalina.

Morris Lander says "Give me Sequoia any day" while C. W. Fancher preferred Big Bear and Howard Jones toured Yosemite and the High Sierras.

Jerry Coxe headed straight for Detroit and came home driving a nice, new De Soto.

We note that on July 1st Substation Operator Wm. G. Clardy was retired. He was employed in May 1909, enjoying thirty-one years of faithful service with the Company.

Power Department: Thank you sincerely for your kind expression of sympathy. It was deeply appreciated. Signed J. G. Knapp.



L. F. SPARKS

VACATIONS. Billy King is taking in the beach towns this year. Maurice Cass is sojourning at Pismo Beach. Harold Shelford has gone to the Santa Barbara Mountains and Yosemite. Ed. Fleming is conducting a "Blitz-Krieg" on the fish at Ana-

heim Landing. Howard Beebe is going to Lake Arrowhead.

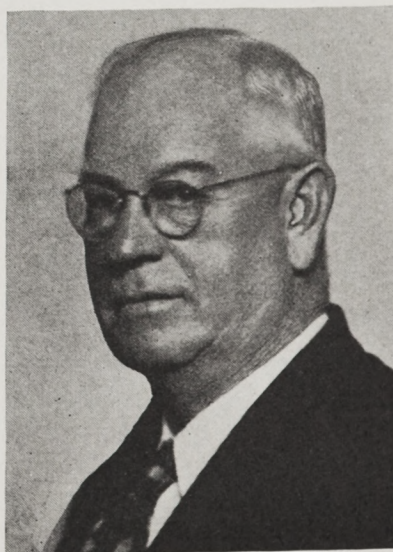
Sam Bevilacqua says there "ain't no justice" when a feller gets an attack of lumbago at the height of the fishing season. It is too bad but after all Sam, experts like you and Ed should leave a few fish for the rest of we amateurs.

Track Foremen Johnny Hagerman and A. Medina and Watchman L. E. Jarman are still in the hospital receiving medical care.

Bill Weeks has his nose way up in the air these days since he got his new Ford coupe. Bill says it was the last one in town so he has the latest.

Bob Gilliland was on his way to work the other day when the bus caught afire. Bob helped the operator by borrowing a fire extinguisher from a near-by service station and they had the fire out by the time the Fire Dept. got there.

The Ways and Structures Dept. mourn the passing of Assistant Yard Supervisor Wm. A. Swearingen. Bill had nearly 50 years service and was well known around the company. He acted as the chief chef of our semi-annual barbeque and his loss is deeply felt by all of us.



William A. Swearingen



Stanley F. Sparks (Division 4—Mechanical), son of Leslie Sparks, Vernon Yard, and Arline Moore were married on July 3 in the church at Lakewood Village. The wedded pair recently returned from their honeymoon to Vancouver and the World's Fair.



Los Angeles Railway Corporation

Dear Sirs:

I wish to thank you for the beautiful floral piece sent for my late husband. The many years of association with such a wonderful company has been a great pleasure and it makes me very sad to have to sever relations. If at any time I could be of any assistance in any way I would be only too glad.  
Mrs. Leona Swearingen.





# Mechanical Divisions

F. F. ROBEY

F. H. Markley has recently been appointed acting Assistant Superintendent of Car Houses, temporarily replacing F. F. Robey. F. H. Markley has assumed this responsibility in addition to his regular assignment of Equipment Instructor and plans to be with us during the next 3 months.

Welcome to our gang, and we hope you don't get tired of our numerous questions and problems during your brief stay.

### Division 1

H. L. Ogden recently traded his Auburn in on a '37 Dodge sedan.

Walter Jackson turned in his Ford sedan on a new Pontiac. Some class to him, now!

G. A. Anders and M. W. Creager are all set for the deer season. We wonder if the silver tipped bullets Anders bought will poison the deer meat. Ask him . . .

### Division 2

George Ramsey, Vernon Yard Mechanic is planning on waging a belligerent attack on the fish in Newport during his two weeks' vacation.

J. W. Hale is relieving Ramsey at Vernon Yard.

"Doc" Robey reports that he is getting along fine and is getting plenty of sleep.

### Division 3

George Bosler spent three weeks visiting in Nebraska and had a fine time.

Bud Magin is taking a month to visit his mother in St. Paul, Minnesota.

George Atkins spent his vacation at the beach and acquired a suntan too.

George Treneer is getting some pointers on fishing tackle. It seems he got tangled up with a tuna and couldn't get his reel-drag to work. Tough luck, George!

Ted Clarke is getting to be an expert on breaking axles on his "Fen-



Presenting our Shop's bright particular star, A. L. Davis, in contrasting poses. He blasts a golf ball out of a sand trap with the greatest of ease, (although as may be seen, he won't keep his head down.) In the lower photo we find him with a few specimens from his well-stocked feline farm.



dermobile".

New face around Division is M. N. Green. Glad to have you with us. . .

### Division 4

Charlie Furrer returned from a week's vacation at San Diego and says the fishing is plenty good.

F. J. Rappe has gone on the sick list for a few weeks. Hope you have a speedy recovery.

R. A. Buffington and R. G. Wick are the new car cleaners at Div. 4 . . . Welcome to our gang!

J. B. Campbell went fishing and caught two mackerel.

E. V. Athenour is back from the Garage. Glad to have you back.

### Division 5

Frank Shapos and wife spent a very enjoyable vacation at Kern River and Lake Henshaw, fishing, swimming, and camping.

C. Raymond Fulton and family camped out for a week at Yosemite. They had a nice time fishing, hiking, swimming and "Lay'n in the sun."

Ada Williams and Dennis Yates are still on the sick list. We hope they will be back soon, but while

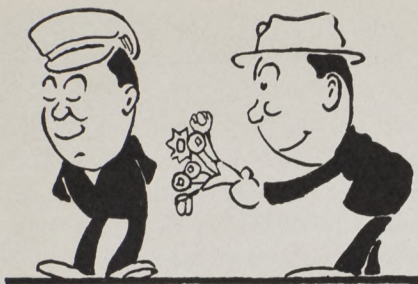


On July 6, Donald P. Garrett and Mary Isabelle Petersen were married at Yuma, Arizona. The groom is the son of Motorman A. R. Garrett, Division 5, and the bride is the daughter of Conductor C. J. Petersen, Division 5.

they are ill they would appreciate it if any of the employes would stop around and say "hello!"

Tommie Lambert is in the market for a new home.





# CUSTOMERS'

## "WISE" INDEED . . .

"I am happy to be writing you a letter at this time, since I am interested in making a comment regarding a young man in your employ. I am not familiar with his name, so under such a condition I shall refer to him as number 775. (C. S. Wise, Wilshire.) He carries my highest esteem.

"During the past several months I have boarded his bus in the Cochran-Wilshire district. This young man is first of all a GENTLEMAN. In addition to this he has great ability in the handling of his coach. Your clients are ever and always delighted to meet him each morning, and unless something unforeseen develops he reaches his destination on time.

"In this connection I choose to call this boy an efficient employe. He greets his customers in a cordial manner, we in turn are always pleased to see him. Every known customer is anticipated by this man, and as a result there is never a delay relative to a transfer. He is at all times observing, and very often waits for a man or woman coming from a side street. This degree of kindness and courtesy is outstanding to every one. His excellent mannerisms, which are so splendidly extended to all persons, mean much indeed to your service.

"With my best respects, I am"

RICHARD B. WALSH,  
5317 W. Ninth Street,  
Los Angeles.

## Patron Appreciates COURTESY GIVEN . . .

"I was riding one day last week, I noticed how courteous the conductor was, and kind, so as is my custom, I took his cap number—460 (J. R. Dean, Div. 5) intending to report to L. A. Ry. so he would have credit. As I got up to leave the car I dropped my jacket, stepped off the car and did not miss it for awhile. Then I went to the conductor on the No. 9 car, cap No. 1294 (T. A. Wilson, Div. 5), and he told me of the lost article department. I went there, described my jacket and next day was called on the phone and told it had been found. I have been in many

large cities, but the L. A. Ry. beats them all.

"I surely appreciate and thank you.

"I thank both these conductors for their courtesy."

MRS. L. M. FOTSCH,  
237 N. Flower St.,  
Los Angeles.

## FINE EXAMPLE . . .

"I have been a patron of your company for twenty years, and I wish to tell you of one of your employes who is a valuable man. He is a conductor, 2108 (C. W. Burnett, Div. 5) and recently I was on a "U" car going out to 39th St. I had been misdirected, and upon asking him where I should get off he explained to me that I would have to transfer twice to reach my street. I am nearly 69 and told him I could not remember all that, so he wrote it all down in detail and I found the friend I wanted in fine shape. He is courteous, and careful, and I want to let you know that. I am an employe of the County Welfare for the past six years and travel your cars twice daily, so have an opportunity to judge of a good employe."

MRS. MAUD E. COCHRAN,  
1109 Ingraham St.  
Los Angeles.

## FRIEND TO PASSENGERS . . .

"I want to congratulate you for having the most courteous and gentlemanly operator on your Western Avenue line that I have ever ridden with.

"He had a smile and a friendly "Good Morning" for every person who got on that bus, whether white, black, old or young, and I noticed that most every one on the bus had a smile and a happy look upon their face.

"If we had more people like him, this world with all its strife would be a much pleasanter place in which to live.

"I told him as I left the bus that I had enjoyed my ride with him.

"His operator's number is 778 (C. H. Martin).

MRS. Z. N. NELSON,  
2725 California St.,  
Huntington Park, Calif.

## DESERVES MENTION . . .

"I am pleased to recommend to you, one of your bus operators whom I think is worthy of being a credit to your service.

"The gentleman I have in mind is one Mr. D. G. Barstow, whose name I secured upon request. I firmly believe that he is of great credit to your company.

"I am not in the habit of writing notes for such as this, but I feel that when an employe is courteous as well as obliging and yet fulfills his duties with care and accuracy, he deserves mention.

"I think that the employe mentioned has these qualities. I hope that you will take note."

MORTON A. GRANAS,  
752 So. Bronson Ave.,  
Los Angeles.

## RECOGNITION DUE NO. 46 . . .

"I wish to commend Conductor No. 46 (L. Klaris, Div. 5), working on the "V" line, 8:30 a.m. this date.

"In presenting my pass I dropped some change unbeknown to me.

"After going to the front end, your conductor came to me with the change and in very courteous manner asked me if I did drop the money, he assuring me that I did which I confirmed after a survey.

"It is with pleasure that I write this little note, may No. 46 receive the credit he deserves."

WALTER C. BUELL,  
4503 So. Hoover St.,  
Los Angeles.

## COMPLIMENTED . . .

"Just recently it was my privilege to ride with operator number 599 (A. F. Cavanaugh), on the Western Avenue line. May I take this opportunity to compliment you on employing men of his caliber. The operator was exceedingly courteous and displayed every consideration for each individual passenger."

A. BOND,  
2006 1-6 Trinity St.,  
Los Angeles.

# COMPLIMENTS



From Our Mail Sacks Also  
Come Letters of Commem-  
dation to . . .

## TRAINMEN—

M. B. Allred, Div. 5  
E. V. Athenous, Div. 1  
H. C. Bechtel, Div. 4  
L. F. Beeson, Div. 4  
F. P. Behnke, Div. 1  
C. W. Behymer, Div. 3  
A. A. Bell, Div. 4  
C. A. Bell, Div. 4  
B. G. Belman, Div. 3  
\*C. E. Benton, Div. 4  
O. L. Bessire, Div. 3  
M. Bixler, Div. 5  
\*\*E. N. Bliss, Jr., Div. 4  
J. E. Bohler, Div. 3  
P. H. Braham, Div. 4  
\*O. S. Briley, Div. 5  
\*E. A. Burgess, Div. 4  
G. O. Burlingame, Div. 5  
J. O. Byers, Div. 3  
H. Cannon, Div. 5  
R. G. Carr, Div. 3  
C. E. Cartmill, Div. 3  
P. H. Chapman, Div. 4  
C. R. Clark, Div. 3  
W. D. Clement, Div. 4  
C. M. Clemons, Div. 4  
E. W. Collins, Div. 4  
\*B. D. Cowdrey, Div. 4  
W. P. Cram, Div. 4  
C. C. Crow, Div. 1  
K. G. Crownover, Div. 1  
J. H. Demaree, Div. 3  
R. E. Damm, Div. 4  
\*\*A. L. Damron, Div. 3  
J. M. Dark, Div. 5  
F. E. Darling, Div. 5  
V. E. Delmar, Div. 1  
J. Dennison, Div. 5  
W. H. Deskin, Div. 3  
J. J. Egbert, Div. 1  
\*\*A. W. Ehlers, Div. 1  
E. E. Feb, Div. 1  
C. W. Ehrhart, Div. 5  
R. A. Eisenhart, Div. 1  
L. H. Elliott, Div. 4  
\*C. F. Ely, Div. 3  
C. H. Engle, Div. 5  
E. L. Finley, Div. 4  
C. Fisher, Div. 5  
C. T. Fooshee, Div. 3  
F. L. Forum, Div. 4  
I. C. Freivogel, Div. 5  
G. F. Fuller, Div. 4  
E. W. Garrett, Div. 4  
\*\*\*I. Gasparro, Div. 3  
C. L. Gaul, Div. 1  
D. W. Gibson, Div. 1  
W. E. Gillibrand, Div. 3  
V. Goble, Div. 3  
I. E. Gott, Div. 3  
W. E. Griffis, Div. 4  
F. M. Groves, Div. 3  
L. Harrison, Div. 1  
C. M. Hedger, Div. 3  
H. S. Herbert, Div. 1  
H. M. Hersom, Div. 4  
H. H. Hess, Div. 4  
\*C. H. Hinson, Div. 4  
G. S. Horine, Div. 3  
G. D. Howard, Div. 4  
J. L. Huffine, Div. 5  
E. G. Humburger, Div. 4  
J. M. Hunsaker, Div. 1  
E. J. Johnson, Div. 4  
P. M. Johnson, Div. 3  
\*\*H. F. Keiser, Div. 1  
E. R. Kennedy, Div. 5  
D. I. Kenyon, Div. 4  
W. J. Keresey, Div. 3  
H. F. Lincoln, Div. 4  
G. MacLean, Div. 3  
N. M. Metz, Div. 3  
\*\*R. G. Monahan, Div. 3  
J. J. McFarlane, Div. 4  
C. O. McGann, Div. 3  
H. V. McNabney, Div. 3  
P. J. Nevling, Div. 3  
M. C. Park, Div. 1  
G. C. Parson, Div. 3  
C. E. Peregoy, Div. 4  
C. J. Peterson, Div. 5  
R. Poling, Div. 3  
W. Powell, Div. 4  
W. F. Schepler, Div. 3  
P. B. Schier, Div. 3  
H. R. Shireman, Div. 3  
F. M. Smith, Div. 3  
W. E. Snell, Div. 5  
L. T. Staten, Div. 3  
J. T. Stevens, Div. 3  
W. F. Story, Div. 3  
W. D. Stotelmyre, Div. 3  
J. F. Taylor, Div. 4

C. W. Thompson, Div. 4  
H. C. Thompson, Div. 4  
L. W. Tietgen, Div. 4  
E. W. Trousdale, Div. 5  
J. Turvey, Div. 5  
C. Vance, Div. 4  
C. E. Vassar, Div. 3  
H. W. Virchow, Div. 5  
J. G. Visser, Div. 3  
G. E. Wakefield, Div. 3  
D. H. Walker, Div. 4  
L. L. Weingartner, Div. 4  
C. G. Wells, Div. 5  
J. A. Whittaker, Div. 5  
M. B. Wickline, Div. 3  
L. C. Willerton, Div. 4  
A. P. Williams, Div. 5  
T. N. Willis, Div. 3  
F. W. Wise, Div. 4  
K. L. Wolfe, Div. 4  
R. I. Woodson, Div. 5  
J. R. Zimmerman, Div. 4

## OPERATORS—

L. M. Austin, Normandie  
O. H. Boyer, Florence-Soto  
W. E. Cooper, Alvarado  
F. R. Couch, East 9th St.  
R. D. Crandall, Sunset  
D. A. Crout, Fairfax  
J. B. Cutberth, Wilshire  
E. G. Drake, Wilshire  
W. K. Hayes, Highland Park  
J. M. Hunt, Florence-Soto  
R. H. Jackson, Florence-Soto  
O. R. Jordan, Sunset  
H. A. Koll, Temple-Beaudry  
B. D. Layton, Beverly  
E. C. Linton, Temple-Beaudry  
C. H. Martin, Western  
F. R. Newbell, Beverly  
E. E. Phillips, Alvarado  
W. C. Rogers, Hollydale  
A. P. Rucker, Temple-Beaudry  
B. Smith, Wilshire  
R. T. Spicer, Florence-Soto  
R. C. Triplett, Beverly  
S. D. Warren, Western

Note: Each asterisk represents one  
additional commendation.

