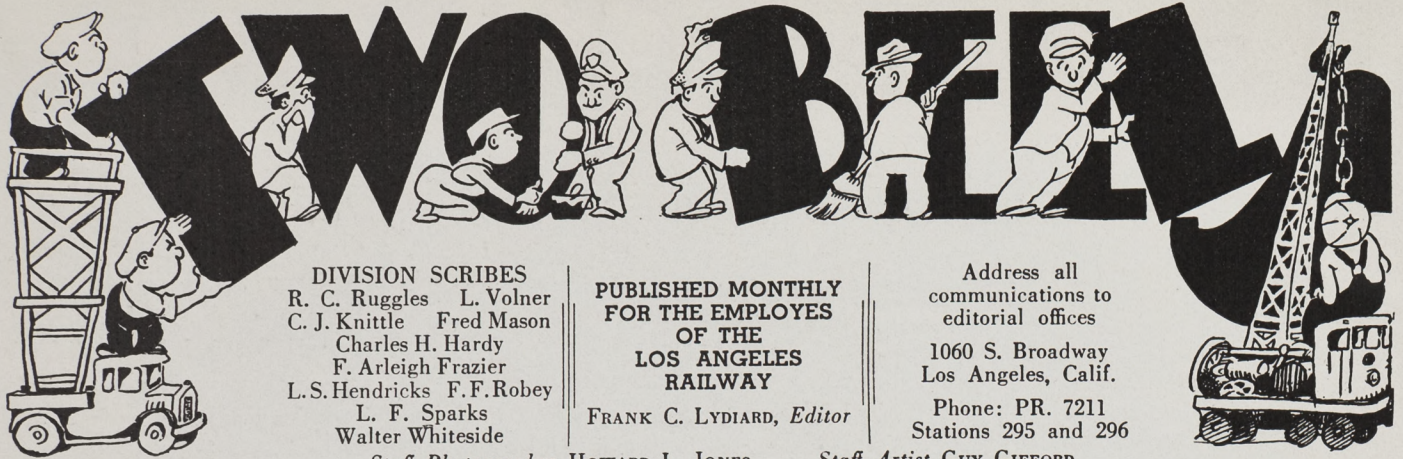


TWO BELLS



**JUNE
1940**

**VOLUME 21
NUMBER 5**



DIVISION SCRIBES
 R. C. Ruggles L. Volner
 C. J. Knittle Fred Mason
 Charles H. Hardy
 F. Arleigh Frazier
 L.S. Hendricks F.F. Robey
 L. F. Sparks
 Walter Whiteside

**PUBLISHED MONTHLY
 FOR THE EMPLOYES
 OF THE
 LOS ANGELES
 RAILWAY**

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LARY REVENUE FOR APRIL OPERATING RESULTS APRIL, 1940 vs. APRIL, 1939

	1940	1939	1940 Increase + Decrease— Over 1939
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,045,967	\$1,028,602	+ 17,365
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)	922,604	850,148	+ 72,456
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	80,453	75,064	+ 5,389
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	66,012	70,702	— 4,690
Total Expenses	1,069,069	995,914	+ 73,155
Leaves Net Profit or Loss	—23,102	+ 32,688	— 55,790

Railway Pioneer

A PERSONAL PICTURE
OF OUR COMPANY'S
FOUNDER—
HENRY E. HUNTINGTON

By ROBERT O. SCHAD

*of the Huntington Library and
Art Gallery*

MANY of us are fortunate enough to have known Mr. Huntington. Physically he was a fine specimen of manhood, over six feet tall and with the physique of an army officer. Inwardly he was big, too: simple, direct, and approachable. He was a wonderful executive, able to take in situations quickly, and to make decisions promptly and wisely. No one who met him could forget the man, but to many of the personnel of his organizations today, Henry E. Huntington is only a name. Largely through the fame of his Library and Art Gallery, people all over the country have become interested in his activities as business man and collector, and they are also curious about his personal characteristics.

Foremost in Mr. Huntington's creed was loyalty. He offered it and he demanded it—from friends, associates, and employes. He had a way of delegating authority after assuring himself that he was justified, and thereafter he would never question an associate's or subordinate's action. He had a tremendous interest in people. He was able to read characters well, to inspire confidence and to retain loyalty. This loyalty attached to the organization as well as to its head. He felt that no organization should be dependent upon one individual, and he liked



"OUT AT THE BALL GAME"—1912

Mr. Huntington in the center of the picture looking toward the camera and wearing a white hat. To the right of Mr. Huntington: George J. Kuhrts, Chief Engineer, Los Angeles Railway, later General Manager, and then President and General Manager; Chas. A. Henderson, Acting General Manager, later Secretary and Treasurer; Wm. F. Goble, now Manager of California Water and Telephone Company. The man to the left of Mr. Huntington is C. E. Crosby, his private secretary.

to say that there were two or three men in every one of his companies capable of assuming charge of it. It is natural enough for an executive to be concerned about the key positions and the men who fill them, but Mr. Huntington's interest went much further. He knew countless men in his various enterprises, ranging from the humblest positions to the most important, and his respect for those who filled the routine posts well was fully equal to his regard for the higher-ups.

Probably every group of Mr. Huntington's associates has its own legends of the human side of the "Chief." The story told by Edwin L. Lewis, in his valuable history of street railway development in Los Angeles and vicinity, is just one of these. According to this story, Mr. Huntington arrived at the car house

very early one morning before any of the officers or men who knew him by sight were there. When the night watchman challenged Mr. Huntington, he explained who he was. The watchman replied that he had orders not to let in anyone unknown to him, that he did not know Mr. Huntington by sight, and that he intended to stick to his orders. Mr. Huntington departed. Afterward, the watchman learned that he had indeed turned away the owner. He was greatly relieved when, on reporting for work the next day, he found a letter of commendation from the general manager, sent at the request of the Chief. Mr. Huntington was like that. He was too big too worry about his dignity, and too fair to blame another for what he would have done himself.

Apart from his successes in busi-

ness, Mr. Huntington will always be remembered as one of the world's great collectors of books and paintings. Those of us who saw this side of the man could not fail to recognize certain qualities known also to his business associates. He always insisted on narrowing his plans to what could be done according to his high standard. The greatness of the Library and Art Gallery at San Marino is owing in large part to this lifelong principle of specialization. He wanted the best quality in everything, and he accepted nothing

less. In collecting, particularly, he used other people's special knowledge to carry his plans beyond his own experience. He averaged his successes and disappointments and never brooded over the latter. At all times he commanded the complete respect and affection of those associated with him.

Of all of Mr. Huntington's qualities, however, one of the greatest was modesty. He never boasted, prophesied, or sought credit for what he had done. A writer, realizing the interest in his life that would

come when his Library and Art Gallery were better known, asked Mr. Huntington, not long before his death, whether he would not consider an autobiography, or at least permit someone to take down some of his recollections. His reply was characteristic:

"No, never. I have been approached regarding a biography, but I do not want that. This Library will tell the story. It represents the reward of all the work I have ever done and the realization of much happiness."

ORCHIDS TO LARY SUPERVISOR FROM L. A. HIGH SCHOOL

Reprinted from the Blue and White Daily—Los Angeles High School Paper.

"For 16 years I've seen 'em come . . . and I've seen 'em go," soliloquized George Moore, Traffic Director No. 1, of the Los Angeles Railway Company, in a solemn voice the other day. From his Olympic post he has seen one class after another pass through Roman portals, diplomas in hand, eyes on distant horizons as they stepped out into the world. He has known L. A. High these 16 years, gloried in her victories, reveled in her spirit and almost considered himself one of the family.

Everybody knows George, the short rotund man with the ruddy face who always punched the street-car tickets, and punned some jokes as Romans climbed aboard.

But today there are no streetcars to run along Olympic. The city was forced to improve the road. Tracks were torn up and the use of rail cars discontinued. Buses were substituted, and George wasn't needed anymore. He was transferred.

A slow reminiscent smile flitted across his lips, answering the question of what his personal reactions

to the new bus line were, but he replied that "it was a good thing" . . . "the latest models" . . . "brand new buses," and went on to tell of school transports capable of seating 45 comfortably, remarking the prowess of the super engines improved by modern automatic gearshifts. He also predicted that the new buses would be carrying the "gang" to school within three weeks.

Today Rome's jolly streetcar veteran is working in a new railway post. Though not so close, George still comes in contact with some L. A. High friends at the junction of the Olympic bus and 'L' street car.

George proudly looks back upon his years of service in front of L. A. High, and reflects that no accident, no trouble or complaint has marred his record. "The kids have been a pretty swell bunch!" he says, and expresses his profound admiration for Rome, earnestly thanking Mr. Oliver (Principal) for the school's cooperation with the Railway company . . . then expostulates his regrets at having to leave L. A. High.

Today somewhere in the city, (At Arbor Vitae and La Brea, handling race track crowds transferring from "5" line to Special Coach) George Moore, Traffic Director No. 1, the man who's seen Romans come . . . and seen 'em go, is now on duty at a new post.



SCRIBE RETIRES

Twenty years ago on June 14th, when Two Bells was but seven days old, Scribe C. J. Knittle wrote his first Division Four news column.

Six years later, when the publication was transformed from a four page weekly to a twenty-four page monthly, Knittle added sports and human interest stories to his regular news contributions.

Today, with two decades of faithful reporting to his credit, Scribe Knittle has asked to be relieved, that he may have more time to devote to his family. The new scribe will be announced in next Two Bells.

For the Ladies . . .

Edited by MRS. PAUL BROWN

TIPS TO THE BRIDE

MODERN brides don't depend upon luck for the success of their meals. Even girls with almost no knowledge of cooking can achieve a perfect "dinner for two" with the aid of good reliable recipes, and a little time and forethought spent in preparation.

The first step, of course, is the marketing. Canned goods and staples are purchased to last at least a week, enabling one to take advantage of sales, and also affording a saving of time. Dairy products, meat and eggs may be purchased three or four days in advance, with our modern refrigeration.

Another time saver is the cooking of potatoes and vegetables for two meals, as for example, tiny new potatoes. Scrub the potatoes, but do not peel, and boil. Peel the potatoes, using half the first night with a cream sauce, and reserving the rest for the second night, to be fried whole. This method not only saves lots of time, but results in potatoes of a superior flavor.

Asparagus also, fits in nicely with this "two meal method" of cookery. The first meal it may be served plain with melted butter, and the second meal dressed up with a cream sauce, plain or with cheese added, poured over, or, used cold in a vegetable salad. Other vegetables which may be prepared in the same way, are peas, string beans, carrots, etc.

Here are two menus which are adapted to this two meal plan of cooking:

FIRST NIGHT

Pan fried pork chops
Creamed new potatoes
Asparagus with melted butter
Green salad—rolls
Strawberries
Coffee

SECOND NIGHT

Swiss steak
Tiny, whole fried potatoes
Asparagus with cream sauce
Lettuce and Tomato salad
Pudding
Coffee

* * *

The woman who is working, of course, has to plan her meals differently from the woman who is home all day. When she brings her vegetables home, she should wash and prepare them ready for cooking, then store in the refrigerator for use. Also, she should prepare any salad and dessert that can stand the night before. Any meat that requires long cooking should also be cooked beforehand, as in the second menu, the Swiss steak, which requires about two and one-half hours cooking time. The pudding too, should be made the night before, using a packaged pudding which calls for milk, and takes only about ten minutes to prepare.

This menu will take only a few minutes for final cooking, and to the girl who goes to business, or, on Thursdays, to the Women's Club member, this is very important, if she wishes to serve her meals on time. While the Swiss steak is being re-heated, she will set the table, make the cream sauce for the potatoes, and fix the salad, and she will place upon her table a dinner that will merit the whole-hearted approval of the man of the house.

FROSTY SIPS

GOLDEN JULEP

1 No. 2 can apricots
½ cup lemon juice
1 cup orange juice
2 pint bottles ginger ale
Fresh mint
Ice cubes
Put apricots through strainer. Add lemon and orange juice. Sweeten if de-

sired. Mix with ginger ale just before serving, and pour over ice cubes in tall glasses. Garnish with mint. Makes eight large glasses.

LIME PUNCH

1 package lime jello
1 cup boiling water
3 lemons
2 cups ice water
ice cubes

Dissolve jello in boiling water, and add lemon juice and ice water. Pour over cracked ice or ice cubes in glasses and serve immediately. This has an unusual flavor and is delicious. Serves six.

FROSTED PUNCH

Beat together one pint each of orange juice, orange sherbet and vanilla ice cream until the mixture is smooth. Add one pint gingerale and stir. Garnish with orange slices. Makes ten large glasses.

* * *

HAPPY ENDINGS

BANANA FLUFF

½ pound marshmallows
½ pint whipping cream
2 to 3 bananas
1 tsp. vanilla
Spk. salt
1 cup crushed fresh berries
½ cup granulated sugar
1 cup chopped nut meats
1 tablespoon lemon juice

Cut marshmallows in small pieces. Whip the cream, add ¼ cup sugar, vanilla, salt, and mix gently. Fold in marshmallows and nuts. Chill several hours to blend. Just before serving, mash bananas, add lemon juice, and fold into mixture. Pile in sherbet glasses. Top with chilled crushed strawberries, sweetened with ¼ cup sugar. Serves eight.

FRUIT PINWHEELS

A new version of cobbler

4 apples, medium sized
3 slices canned pineapple
¼ cup raisins
Biscuit dough
2 tablespoons butter
1 cup maple syrup

Peel and slice apples, cut pineapple in small pieces, and mix with raisins. Roll dough ¼ inch thick, spread with fruit, dot with butter, and roll as for cinnamon rolls. Cut in one inch thick slices, and place cut side down on well greased baking dish. Bake in hot oven (400) 30 minutes, pouring the syrup over them during the baking. Serve with cream. Serves six to eight.

Clubs and Vets

LARY WOMEN'S CLUB

By MRS. C. A. EVANS

Mrs. Paul Brown, our retiring president, conducted beautiful and impressive installation services at the meeting on May 16 following the business session and annual reports.

Officers for the ensuing year are: Mrs. L. B. Meek, President; Mrs. S. T. Brown, Program Chairman; Mrs. A. P. Rucker, Ways and Means Chairman; Mrs. J. W. Inman, Membership Chairman; Mrs. E. V. Athenous, Treasurer; Mrs. E. J. Miller, Recording Secretary; Mrs. C. F. Then, Corresponding Secretary; Mrs. H. A. Dewey, Mrs. B. E. Timbs, Mrs. R. F. Dwyer and Mrs. J. T. Watts, Board of Directors.

The Angelus Abbey Carolers Sextette, dressed in beautiful costumes representing various nations, entertained with a group of lovely songs.

Mrs. J. J. Inman won the quilt that was raffled off by the sewing club.

At attractively floral decorated tables, delicious refreshments were served by: Mrs. G. K. Stanford, Mrs. F. O. Rowbottom, Mrs. C. S. Wise, Mrs. W. C. Skinnell, Mrs. H. C. Lang, Mrs. F. G. Ballinger, Mrs. A. F. Kiefer and Mrs. H. A. Dewey.

On the evening of May 17, one hundred and fifty members and their guests enjoyed a delicious dinner prepared and served under Mrs. W. G. Clardy's supervision.

With Mr. J. T. Watts acting as master of ceremonies, employes of South Park Shop enjoyably entertained with a musical program, consisting of numbers by the orchestra, soloist, trio, quartet, chorus and a comedy team.



By popular request members of the drama club, directed by Mrs. J. F. McCormick, gave a repeat performance of their most recent play, "Aunt Jerusha's Quilting Party."

Following the program, the remainder of the evening was enjoyed dancing.

Mr. Joe Micciche, civic announcer on KRKD was guest speaker at the meeting on May 2. Mr. Micciche discussed his work as an election counter of votes and the function of his staff in broadcasting immediate reports.

At tables decorated with lovely baskets of flowers and individual corsages, refreshments were served by Mrs. C. F. Then, Mrs. R. F. Dwyer, Mrs. S. J. Ormston, Mrs.

R. N. Ross, Mrs. B. E. Timbs and Mrs. J. T. Watts.

Mrs. J. F. McCormick entertained with three amusing readings.

Members and their guests enjoyed a luncheon and card party on May 6, sponsored by The Terminix Company at the West Adams Women's Club.

Mrs. A. C. Stover and Mrs. O. G. McDermith were hostesses.

Door prizes donated by Mrs. R. F. Dwyer and The Terminix Company were won by Mrs. Louise Thuney, Mrs. A. C. Stover and Mrs. C. S. Wise.

High score was held by Mrs. E. C. Reid in bridge, Mrs. E. V. Athenous in five hundred and Mrs. R. F. Dwyer in bunco.

HANDICRAFT EXHIBIT

All you ladies who are talented in the beautiful reproductions of handicraft will no doubt be interested in the exhibit to take place in October by club members. (A definite date will be announced later.) All types of handicraft may be entered, whether it be crocheting, embroidery, quilting, metal work, leather craft, wood carving, pottery making—anything made by hand.

A perpetual trophy on which the winners name will be engraved is to be awarded. Also, a small trophy will be given. Each person attending the exhibit will have a chance to vote by ballot for his or her favorite entry on exhibit. The owner of the article having the most votes will be awarded the trophy. After a glimpse at the picture of the trophy, we know you ladies will be starting on your entries tomorrow. The trophy has been donated by one of the South Park Shops officials

who wishes to remain anonymous, and we wish to thank him sincerely for this outstanding courtesy.

Competition is open to club members only, but if there are ladies who wish to enter the contest, you have an opportunity to join our club now.

VETS CLUB

By MYRON TAYLOR

The May 14 meeting of the Veterans Club was well attended and there were six new members taken into the Order of the Sword. Boy! Oh! Boy! did Old Whiskers have his horns full in taking care of these new comrades. Comrade L. F. O'Hare, the genial Superintendent of Division One, trekked across the Hot Desert Sands, followed by Comrades K. E. Sloan, W. A. Cobb, and C. D. Cattell. They all agreed it was a pretty hot journey. Comrades J. K. Stine and A. Kraus were next, and what a ride they took. Kraus lost ten pounds and Stine lost about fifty pounds.

Our Commander, R. C. Hoyle, took the trip to Catalina on May 12 and was heard to remark that "If he could just spend about three days over there *alone*, he sure would have himself a swell time." Better keep an eye on him, Ella.

The ladies auxiliary served very delicious refreshments after the meeting which everyone enjoyed, and we all agree that the ladies really know how to put it on.

Next meeting of the Veterans Club will be held on June 11. Come on down to Patriotic Hall and bring a new member along.

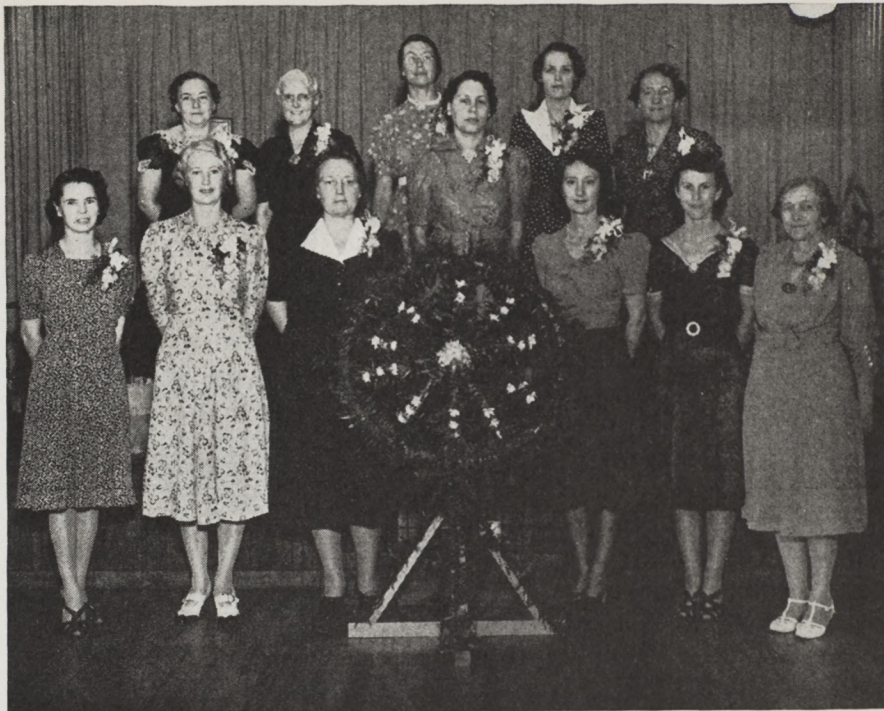
So long for now. We'll be seeing you all on June 11.

VETS CLUB AUXILIARY

By ELLA M. HOYLE

The regular meeting of the Auxiliary was held May 14. Another application for membership was read, and we hope to have several new members initiated at our next meeting.

Special attention is called to the



New Women's Club officers recently elected are: First Row, left to right: Mrs. C. F. Thun, Mrs. E. J. Miller, Mrs. A. P. Rucker, Mrs. L. B. Meek, Mrs. S. T. Brown, Mrs. J. W. Inman, Mrs. E. V. Athenous. Back Row, left to right: Mrs. H. A. Dewey, Mrs. B. E. Timbs, Mrs. R. F. Dwyer, Mrs. Paul Brown, Mrs. J. T. Watts.

next meeting which will be held June 11 at 8:15 p.m. We are going to exemplify our work for Mrs. Irene Burgoon, whose visits we always enjoy. We want everyone to turn out for this special occasion, and bring a new member with you. The next sewing meeting will be held at the home of Mrs. Hoyle on June 1 at 1 pm.

AMERICAN LEGION

By LEO L. LEASMAN

We are eagerly awaiting June 27th as this is the day that our Post and Unit will again make the 7th presentation of School Awards at Berendo Junior High. It is said that they have caused a great deal of enthusiasm among the scholars and have helped build up the morale of the school.

We are also looking forward to July which is the election and installation of officers for the next year.

Next in line is the department

Convention to be held in San Diego on August 12 to 16th.

Sorry there isn't much to write about as most of the interesting affairs have just passed. The post show and the poppy days have gone for another year, we thank all who helped on both and we hope that you will do the same this next year.

Any of us will be glad to give any information you would like to know in regard to becoming a member of any of our Legion groups (Post 541, Auxiliary, Sons of Legion and Junior Unit), and if you are eligible we would like to have you become a member in the finest organization that can be found.

SQUARE & COMPASS

By WALTER WHITESIDE

The regular meeting of the Club was held Saturday, May 11, at Van's Restaurant with fifty-three members in attendance.

There is one thing about it, we always get a good dinner at Van's.

No, I don't get a free meal for writing this. Following the dinner we were entertained by a famous "Barber Shop Quartet." The boys were good, but when they asked for request numbers they certainly got themselves into an embarrassing spot as they probably didn't know that some of our members have long memories. Anyway they were O. K. singing the numbers they came prepared to sing.

Following the entertainment a snappy business meeting was held, H. H. Peterson presiding. Vice-President Jimmy Inman gave a progress report on the plans for the picnic, tentative date was set as September 15. Keep this date in mind, fellows, and plan your vacations accordingly. Plans for other interesting events were formulated and judging from the report of the entertainment committee we are in line for a lot of good times.

See you at the next meeting, June 8.

RETIRED EMPLOYES

By P. C. McNAUGHTON, *Secretary*

The following very interesting and entertaining program was given at our last monthly meeting:

"The Three Saxoteers," who have played in vaudeville and radio programs, and who were guest artists with Sheriff Biscailuz's Boys' Band, directed by Col. Vesey Walker; Miss Arlene C. Thornburg, aged twelve, from Le Conte Junior High, Misses Margret and Francine Hill, aged twelve and fourteen, from Hollywood Professional School, who gave us several saxophone numbers; Grace Gerrish Andrews, who gave a number of Swedish dialect stories, and readings; and Mr. Ed Foley, comedian, who sang several comical songs, and gave a number of short readings.

The last meeting of the season, will be held June 13, and we hope to see the room filled. An excellent program has already been arranged.

B A S E B A L L

By C. J. KNITTLE

THE Lary Baseball League's season is now in full swing at Lary Ball Park in Vernon Yard and sport lovers are invited to come down and enjoy these fine games. Two games, starting at 11:00 a.m. and 2:00 p.m. are played each Sunday. The season will end July 7th. A playing schedule is posted in each of the Company's Divisions and Departments.

It is regretted that Two Bells had to go to press before May 26th for on that day Division Three, a top place team, played the powerful Vernon lads, winners of the 1939 pennant. A win for Division Three on May 26th gave them a better hold on top place but, if Vernon won, then South Park Shops has automatically moved into first place and the Division Three and Vernon teams are tied for second place.

All of the teams are playing very good ball. The season is still new and any prediction as to how the teams will wind up would be just a wild guess.

The scores of recent games and standings follow:

APRIL 28

At 11:00 A. M.

		R.	H.	E.	
Division 5	.....	500	000	001	— 6 7 2
Division 4	.....	201	002	06x	— 11 13 3

Batteries: Templin and Frievogel; Baker, Locklear and Stevers.

At 2:00 P. M.

		R.	H.	E.	
Coach	.....	000	000	200	— 2 6 2
Division 3	.....	410	001	00x	— 6 10 2

Batteries: Widick, M. B. Smith and C. A. Smith, Braund; Woodward and Barnett.

MAY 5

At 11:00 A. M.

		R.	H.	E.	
Division 1	.....	000	011	110	— 4 7 2
Shops	.....	000	201	11x	— 5 9 1

Batteries: Means and O'Neill; Marsden, Burgess and Farmer.

At 2:00 P. M.

		R.	H.	E.	
Vernon Yard	.....	016	100	421	— 15 18 1
Division 4	.....	300	301	000	— 7 11 2

Batteries: Peralta and Ybarra; Vance, Locklear and Stevers, Curry.



DIVISION 4

Standing, left to right: McTaggart, Morrow, Allison, Vance, Waggoner, Stevers. Seated, left to right: Barricklow, Curry, Lipscomb, Murray, Collins, Tietgen, Baker. Mascot, Junior Morrow.

Games scheduled for May 12th were postponed on account of the Transportation Union Picnic at Catalina where the stars of LARY League, listed as the LARY All-Stars played and defeated the Catalina Cubs, 7-6.

MAY 19
At 11:00 A.M.

			R. H. E.
Shops	.....000 202 000—	4 8 1	
Coach	.....000 000 030—	3 7 1	

Batteries: McGahan and Oliveri, Arnold; M. B. Smith, Widick and C. A. Smith.

At 2:00 P. M.

			R. H. E.
Division 3	.....125 110 000—	10 13 2	
Division 5	.....202 200 200—	8 13 6	

Batteries: Woodward and Barnett; Thomas, Wusler, Landreth and Ryan.

LEAGUE STANDINGS

	W.	L.	Pct.
Division Three	2	0	1.000
So. Park Shops	2	0	1.000
Vernon Yard	1	1	.500
Division Four	1	1	.500
Coach	1	2	.334
Division Five	1	2	.334
Division One	0	2	.000

Games scheduled for May 12th were postponed on account of the Transportation Union Picnic at Catalina where the stars of Lary League, listed as the Lary All-Stars played and defeated the Catalina Cubs 7-6.

THAT'S THE LIFE

Away from the carbon monoxide,
Away from the turmoil and strife,
This week I go on vacation,
This week I will lead the life—
Of Riley.

I'm off for the meadows and
woodlands,
I've sharpened my hunting knife,
To-day I leave on vacation,
And I'm taking along the wife—
Of Riley.

For a week I'll take it easy,
Then I'll be feeling fine,
For I love the Life of Riley,
'Cause all of that life is mine—
I'm Riley.
—W. Y. Stearns (Virgil).

BASEBALL SCHEDULE 1940

TEAM—
Division One
Division Three
Division Four
Division Five
Vernon Yards
South Park Shops
Coach Division

MANAGER—
E. R. O'Niell
M. A. Troublett
H. Andrews
J. F. Carlin
T. A. Rocha
V. D. Burgess
H. L. Anderson

K. E. Sloan, President of the League

HOME TEAM LEFT SIDE OF SCHEDULE

11:00 A. M.	DATE	2:00 P. M.	BYE
Vernon vs. Coach	April 21	Div. 1 vs. Div. 5	3, 4 and South Park
Div. 4 vs. Div. 5	April 28	Div. 3 vs. Coach	1, South Park, Vernon
Div 1 vs. South Park	May 5	Div. 4 vs. Vernon	3, 5 and Coach
Coach vs. South Park	May 19	Div. 5 vs. Div. 3	1, 4, Vernon
Div. 3 vs. Vernon	May 26	Div. 1 vs. Div. 4	5, South Park, Vernon
South Park vs. Div. 5	June 2	Coach vs. Div. 1	4, 3, Vernon
Div. 3 vs. Div. 1	June 9	Vernon vs. So. Pk.	5, 4, Coach
Vernon vs. Div. 1	June 16	So. Pk. vs. Div. 4	3, 5, Coach
South Park vs. Div. 3	June 23	Div. 5 vs. Coach	1, 4, Vernon
Div 5 vs. Vernon	June 30	Coach vs. Div. 4	1, 3 and South Park
	July 7	Div. 4 vs. Div. 3	

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

SOFTBALL SCHEDULE 1940

TEAM—
Electricians
South Park
Division Four
Garage
16th Street Coach
Coach Cleaners
Eugene Lockridge, President, Softball League

MANAGER—
N. H. Lane
F. A. Pauley
H. Smith
E. Lockridge
M. A. Chamberlain
H. Pree

DATE	HOME TEAM—	OPPONENT
June 4	Electricians	vs. South Park
June 5	Division Four	vs. Garage
June 6	16th Street Coach	vs. Coach Cleaners
June 11	South Park	vs. Division Four
June 12	Garage	vs. 16th Street Coach
June 13	Coach Cleaners	vs. Electricians
June 18	Division Four	vs. Coach Cleaners
June 19	Garage	vs. South Park
June 20	16th Street Coach	vs. Electricians
June 25	Coach Cleaners	vs. South Park
June 26	16th Street Coach	vs. Division Four
June 27	Garage	vs. Electricians
July 9	16th Street Coach	vs. South Park
July 10	Division Four	vs. Electricians
July 11	Garage	vs. Coach Cleaners

SECOND HALF

DATE	HOME TEAM—	OPPONENT
July 16	South Park	vs. Electricians
July 17	Garage	vs. Division Four
July 18	Coach Cleaners	vs. 16th Street Coach
July 23	Division Four	vs. South Park
July 24	16th Street Coach	vs. Garage
July 25	Electricians	vs. Coach Cleaners
July 30	Coach Cleaners	vs. Division Four
July 31	South Park	vs. Garage
Aug. 1	Electricians	vs. 16th Street Coach
Aug. 6	South Park	vs. Coach Cleaners
Aug. 7	Division Four	vs. 16th Street Coach

Trek to the Tall Timber

SOUTHERN CALIFORNIANS are the luckiest people in the world when it comes to a choice of places in which to spend a happy vacation. The vast region of mountain and forest wilderness at our back doors and the bright blue Pacific Ocean at our front steps give us an almost unlimited selection of locations for that carefree out-of-doors vacation — the ideal sought by folks cooped up in the routine of daily life.

Residents of Los Angeles and its vicinity have been further favored by Dame Fortune in that they may now trek to the tall timber at such a little expense that it seems a shame to waste a vacation by staying home.

Los Angeles was the originator of the idea of establishing excellent family vacation resorts in the mountains and national forests to provide complete outings on a non-

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ENJOYABLE AND INEXPENSIVE OUTINGS OFFERED BY CITY CAMPS

•

profit basis, so that almost anybody can afford to go.

In the San Bernardino Mountains, 4500 feet high amid the pines and cedars, the Los Angeles Playground and Recreation Department operates Camp Seeley—a rustic retreat 75 miles from the city, easily reached in a two hour drive over high gear paved roads.

Farther afield, amid the mighty High Sierras of the Mammoth Lakes

country, 335 miles north of Los Angeles, the same Department operates Camp High Sierra, an outdoorsman's paradise, 8400 feet high in a famed Alpine setting.

To spend an enjoyable outing at either resort, it costs you only the amount which the Recreation Department must pay to provide you with comfortable sleeping accommodations in private cabins, appetizing meals, and the full program of recreation, fun, and good fellowship which are characteristics of these unique mountain resorts.

At Camp Seeley, this cost amounts to but \$2.20 per day, or \$14.00 per week, including meals and cabin; at Camp High Sierra, it is \$2.75 per day, or \$17.50 per week. The rates for children, of course, are less according to age.

Guests at Camp Seeley enjoy rest and relaxation or lots of activity, according to the way their fancy dictates. They can hike or ride horseback over picturesque mountain trails to points of rare scenic beauty. They can swim in the camp pools — take lessons if they wish — play tennis or ping-pong, volley ball, horseshoes, croquet, or any one of a dozen sports. In the evenings they gather in a sociable and friendly manner in a central recreation lodge, there to participate in chatter around the campfire, impromptu music and entertainment, camp games and stunts and social dancing. They take their meals — included in the one low cost—in the big camp dining room or outdoors under the shade of the trees. The children frolic through the camp or in their own playground, taking part in games, storytelling, and many special events designed to keep them happily occupied.

Only a short distance away a new lake has been opened up, adding to the recreational attractions of this mountain paradise. It is Lake Gregory, a forest-bordered body of



Vacationists enjoying a canoe trip on Lake Gregory.

water with fine sandy beaches for swimming and lots of boating, sailing, and canoeing.

Camp Seeley has been steadily improved through the years and now offers many modern facilities and conveniences which are surprising to new guests expecting only the most limited features because of the very low cost of the outing.

Facilities of Camp High Sierra are much like those of Camp Seeley, consisting of comfortable little cottages, recreation lodge, dining hall, and facilities for various sports and activities. All around the camp are the mighty giants of the Mammoth Crest country; the 13,000 ft. Minarets, Mt. Ritter and Mt. Banner; the roaring white beauty of famous Rainbow Falls on the upper reaches of the San Joaquin River; that strange freak of nature, the giant earthquake fault; the grotesque volcanic formation known as the Devil's Post Pile; spouting geysers of steam and hot water; ghost cities remaining from early days of the gold rush era; great caverns and fossil encrusted mountain rocks.

Trails reaching out in every direction from Camp High Sierra will take you on foot or on horseback—or by good roads if you prefer to drive—to all these places of beauty and interest.

The Mammoth Lakes chain are within a short walking distance of the camp, while a myriad lakes are in this region on all sides. If you want to penetrate deeper into this untrammelled wilderness, horses and pack train outfits can be obtained at the camp for a jaunt of a day, a week, or longer into the still fastnesses of this vast Sierra country. In the quiet lakes and in the pools of tempestuous mountain streams lurk fighting Rainbow and Lock Leven trout awaiting the approach of the angler. The High Sierra country is known far and wide as a fisherman's paradise, where the Waltonian may with luck and skill and a little walking gain his limit of catch without too much trouble.



"Each magician threw a handful of silver into the fare box—but I've cranked and cranked and nothing comes out!"

As at Camp Seeley, guests join spontaneously in the fun and the program of activities or they simply rest and relax or go off by themselves to visit points of interest as they please. In the evening they assemble around a roaring campfire in the recreation lodge to hear tall tales of the hills as spun by the trappers and the horse wranglers, and the other native characters of that great upflung country.

The 1940 season of outings will start at Camp High Sierra on July 6, at Camp Seeley on July 13. Registrations may be made in advance—and it's a good idea to make them early to be sure of getting desired outing dates—through offices of the Playground and Recreation Department in the Los Angeles City Hall.

Either of these camps is recommended as a grand place for your vacation this summer, and it is expected that the publicly provided opportunities will be welcomed by many readers of "Two Bells," quite a few of whom have been among those who visited these resorts in previous seasons to enjoy the health-giving life of the great outdoors.

Free literature about either Camp Seeley or Camp High Sierra will be sent on request from the Recreation Department's offices at 305 Los Angeles City Hall.

WHY IS IT?

Why is it, that, when I'm on time,
And have no need to speed,
I always get the signals right,
And always have the lead.

But if I get a little late,
The Fates have fixed it so
The signals always make me stop,
And traffic will not go?

W. Y. Stearns,
(Virgil)

"SURE SHOT CRUMP"

At the 'Cap on the big day,
No one knew the horse play,
Like Lee Seabiscuit McCrump,
He passed by the long shots,
And then on the sure shots,
His money he'd recklessly dump.

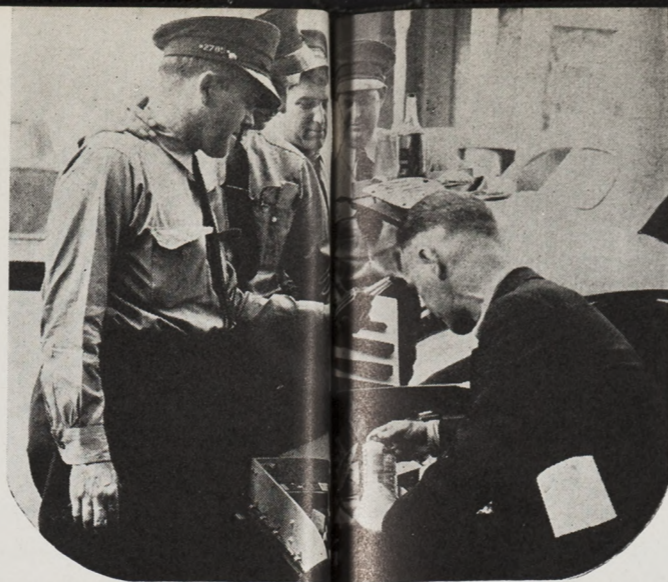
On the horse of the day,
He laid all his hay,
For this horse who raced all alone,
Paid a cent on the dollar,
On his nose or his collar,
Though he looked like a streamlined
soupbone.

Now after each race,
A smile lit his face,
As he fondly carressed his winning,
After buying ten tickets,
His nerves gave him rickets,
But he had six bits more than beginning.

—Anonymous.



Parking his perambulating showcase in front of Division 4 W. E. Richards, (rear) displays his wares



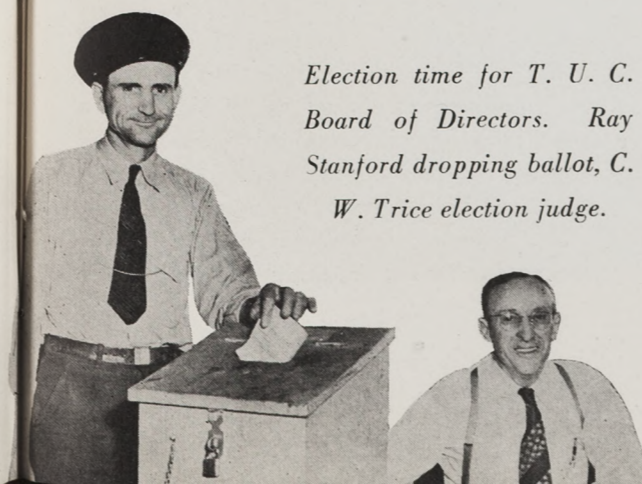
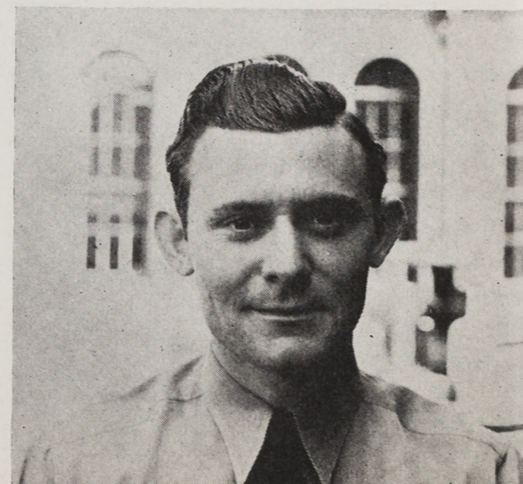
to (left from Richards) C. F. O'Malley, W. J. Alfson, and S. F. Robinson. John Lipscomb in foreground



They Hail From Division 4

HERE are a few representatives from Division 4, one of the top-ranking divisions from the safety standpoint. Second among the Divisions last month in this respect, Division 4 April achieved the unique distinction of over two week-end periods having only one accident on each occasion. Not bad in any man's language! Home of the P.C.C. cars, Division 4 likewise houses cars from line "J," "A," "N" and "3."

In addition to its operating and mechanical personnel, the Division contains the completely and attractively equipped Women's Club quarters. Instruction of new men likewise takes place in this Division.



Election time for T. U. C. Board of Directors. Ray Stanford dropping ballot, C. W. Trice election judge.



NEWS FROM LARY SICK FOLKS

By E. E. KENWAY

Superintendent of Personnel

During the month of April there were 33 employes confined to the hospital, which represents 317 hospital days. The cost of the hospital service was \$1,906.00.

Regret to report the deaths of two employes and the death of the wife of one employe during the month of April. The two employes were covered under our Group Life Insurance Policy, but the employe whose wife died was not a member of the Wives' Death Benefit Fund Plan.

During the month of April there were 192 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

Martin Mason, Motorman in the Way & Structures Department, died May 18, 1940. He was born in Rochester, N. Y., January 10, 1876, and was employed as Motorman, Division 2, July 26, 1920, transferred to Motorman Division 5, July 31, 1932, and appointed Motorman in the Way & Structures Department July 4, 1933.

Henry Martin Williams, Operator Motor Coach Division, died May 16, 1940.

He was born in St. Paul, Minnesota, January 3, 1899, and entered the service as Operator, Coach Division, October 5, 1923. He also had previous service as Motorman from May 1, 1922 to July 25, 1923.

John Gilmore Newell, Flagman, Transportation Department, died May 14, 1940. He was born in Lawrenceville, Illinois, May 13, 1865, and entered the service as Conductor, Division 1, January 11, 1899, transferred to Conductor, Division 4, June 29, 1930, appointed Flagman August 29, 1935.

BELLS

Coach Operator C. W. Dean (16th Street) married to Miss Dortha Farris on April 23.

Conductor M. L. Johnson (Division 1) married to Miss Elizabeth Bartram on April 27.

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

Stenographer R. H. (Bob) Grettenberg (Division 4) married to Miss Jean Rea on May 14.

Chief Clerk Frank Shull (Way and Structures Department) married to Rowena S. Bush on May 18.

YELLS

Mathew Herman Jr., born to Car Cleaner (Division 5) and Mrs. Mathew Jones on April 7.

Michael William, born to Conductor (Division 1) and Mrs. R. R. Burton on April 11.

Bonnie Loraine, born to Conductor (Division 5) and Mrs. H. C. Hasser on April 21.

Richard Allen, born to Temporary Car Cleaner (Division 1) and Mrs. P. Vanderplas on April 24.

Lawrence Alvin, born to Conductor (Division 1) and Mrs. R. S. Tubbs on April 27.

Robert Delmont, born to Motorman (Division 1) and Mrs. J. D. Pugh on April 28.

Gerald Philip, born to Coach Operator (16th Street) and Mrs. Philip L. McCollum on April 29.

James Lee, born to Coach Operator (16th Street) and Mrs. Willard E. Pike on April 29.

Dennis Basil, born to Conductor (Division 1) and Mrs. D. Kephart on April 30.

Edward Lee, born to Motorman (Division 1) and Mrs. A. B. Flowers on May 1.

Charles Orason, born to Motorman (Division 1) and Mrs. C. O. Griffeth on May 4.

Jane Lou, born to Motorman (Division 5) and Mrs. F. T. Hodgson on May 7.

Rosaline, born to Motorman (Di-

vision 5) and Mrs. A. Kraus on May 7.

Diana Marie, born to Car Cleaner (Division 5) and Mrs. Clarence H. Smith on May 8.

Elizabeth Ruth, born to Load Dispatcher (Power Department) and Mrs. W. R. Rhoads on May 11.

Mary Kathleen, born to Motorman (Division 5) and Mrs. W. Bailey on May 13.

Dale Lee, born to Motorman (Division 1) and Mrs. L. A. Voage on May 16.

PIERSON RETIREMENT ANNOUNCED

E. E. KENWAY APPOINTED TO NEW POST

Culminating a long and varied career in the transportation industry one of our best loved department heads decided to retire June 1, 1940. Mr. R. A. Pierson came to the Los Angeles Railway from Des Moines and Chicago, where he had been both motorman and conductor for three years. He has served the Los Angeles Railway for thirty-seven years as motorman, dispatcher, instructor, chief instructor, superintendent of discipline and merit system, executive superintendent of transportation, and for the past ten years as superintendent of personnel. He was especially suited for personnel work because of his wonderful understanding of human nature.

Mr. Pierson's ready smile, cheery laugh and helping hand have been familiar to all of us for many years, and we shall all miss the opportunity of dropping in for advice on our troubles or the pleasure of a friendly chat.

The best wishes of us all go with him.

E. E. Kenway has been appointed to fill Mr. Pierson's position. He is well qualified to do so as he has spent most of his years of service with the Los Angeles Railway in the Personnel Department.

Mr. Kenway was employed as a bookkeeper in the Auditing Depart-

ment eleven and one-half years ago and served in the capacities of time-keeper and cost accounting clerk in that department. On March 1, 1930, he was transferred to bookkeeper in the Personnel Department, and was appointed Supervisor and Director of Employment in 1936 and then Assistant Superintendent of Personnel in August, 1937.

THE TRANSFER THAT "SAVED THE DAY"—

The curtain of night had enveloped the small office quarters of the Border Patrol near San Diego when the headlights of an auto, far beyond the line but approaching rapidly, caught the eyes of Uncle Sam's alert immigration inspectors.

Spreading across the highway, they prepared to halt the speeding machine. Three minutes later the auto arrived, sliding to a stop in the midst of the "law."

"Good evening, gentlemen," spoke the driver, "shall we get out?"

"It won't be necessary," replied the nearest officer, flashing a light inside the car. "How long were you on the Mexican side?"

"Just since this morning. We went over to see the bullfights."

"This lady in the rear—" (moving to second window of the sedan), "your are a Mexican?"

"By birth, sir, but a United States citizen by naturalization."

"Have you a passport?"

"Yes, sir." (Woman delves into handbag, but after a futile search, informs officer she has left her passport at home.)

"I must ask you to come into the the office," declared the inspector.



Left, above: Division 3's recent Safety Rally owed much of its success to the group pictured.



Seated, left: Superintendent Jim Bodley and on the other side of their fair companion, S. L. Bragg. Left, rear: L. E. Barkley, Ferdinand the Bull, W. H. Hollenbeck and T. L. Hutchins.

Left: Responsible for one of the best Division Shows ever produced were Superintendent B. B. Boyd, seated, and his committee who put on Division 4's last Safety Rally.

On further questioning in the station, the woman gave her name and an address in Los Angeles, declaring further that she was the widow of a World War veteran.

"But I must have more positive identification," said the inspector. "Will you go through your purse again, please?"

This time the woman excitedly dumped the contents on the desk and was on the verge of tears when the officer suddenly spied a salmon colored slip of paper (printed on both sides) about two inches wide and seven long.

"Just an old transfer," sobbed the woman. "Can't you please help me, sir?"

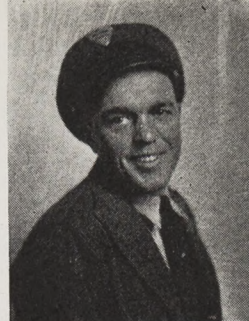
The inspector examined the transfer briefly.

"Madame," he concluded, "the United States Government demands only that we be provided with reasonable proof of your citizenship. This transfer, issued by the Los Angeles Railway and dated May 3rd, two days ago, is sufficient evidence that the other statements you just made are true. I am sorry to have detained you. You may rejoin your party and continue on your journey."

(Mrs. Maria Klich of 2144 Oak Street, Los Angeles, was the lady involved.)

Tommy: "I wonder how old Miss Smith is?"

Jimmy: "She must be pretty old. They say she used to teach Caesar."



Above, left to right: Edward Potter, secretary; Elmo Welch, President; R. V. West, Vice President and General Manager.



Right: W. L. Blaylock Treasurer; H. T. Burley, Chairman of Board of Directors.

Flying Club Reorganized

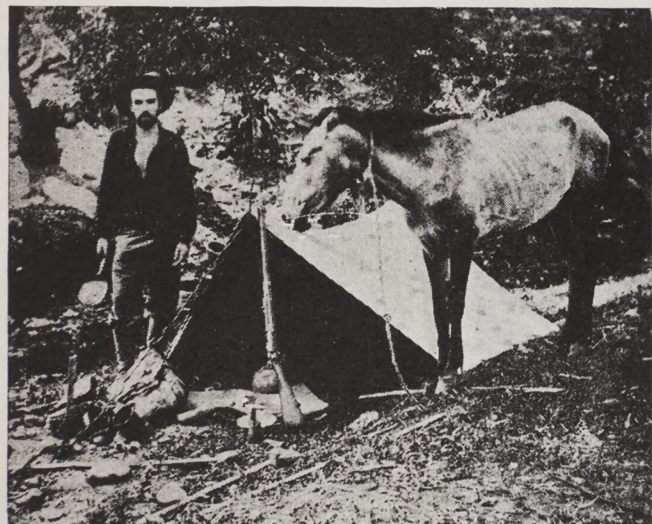
Reorganization of managing personnel recently took place at a meeting of interested members. Purposes of this reorganization was to make club stronger and to put into effect field management. The members were finding it rather hard to get in any flying time as there were always a number of members at the field. This condition resulted in members making many trips to the field that proved useless. This new managing personnel will put into effect a new

system. A field manager will allot all members certain times to fly on request. He will also see that planes are ready to fly at all times.

The Board of Directors consists of ten members: H. T. Burley, chairman; Elmo Welch, R. V. West, W. L. Blaylock, G. E. Potter, H. G. Bilyen, F. J. Butler, R. H. Perry, A. E. Hughes, and R. B. Templeton.

By unanimous vote the following officers were elected by the Board of Directors: Elmo Welch, president; H. T. Burley, first vice-president and chairman of the Board of Directors; R. V. West, second vice-president and general manager; W. L. Blaylock, treasurer; G. E. Petter, secretary.

The officers are now planning to have two or more men visit each division and talk to any employe who is interested in becoming a member. The plan of training and operation has been endorsed by Aircraft Owners and Pilots' Association, Los Angeles Junior Chamber of Commerce, Popular Aviation, and the University of Southern California.



G. David, Flagman roughing it over in the Philippines during the Spanish-American War. Mr. David has been with the Company 23 years.

INDUSTRIAL ELECTRICITY

By JOHN M. NADON and
BERT J. GELMINE, M. S.

Reviewed by F. H. MARKLEY
Equipment Instructor, Mechanical
Dept.

The authors of this book have accumulated a wealth of material which is presented in simple and understandable terms.

Starting in each division with the preliminary mathematics required, such as simple algebra and algebraic terms for direct current, and geometry and trigonometry for alternating current, the writers explain each in terms that can be readily grasped by anyone with a good knowledge of arithmetic. From this point, the simple theory of magnetism and characteristics and laws of electricity are unfolded and then are applied practically to wiring problems and to the winding of motor armatures, transformers, and alternating current machines. There is also an explanation of controlling mechanisms for motors, both AC and DC, including overload protection methods. There is a chapter on electrical instruments and relays as well as short treatises on vacuum tubes, electric welding, and explanation of wiring diagrams with several tables of accepted symbols used on wiring diagrams and layouts.

While the book is profusely illustrated and is primarily written for use as a text book with self-contained problems, it must not be confused with a purely theoretical or design discussion as it explains only such theory as is easily understood and dwells chiefly on the practical application of fundamental principles as are commonly encountered in industrial circles.

It must be remembered, however, that in order to procure the maximum value from this book, one must be willing to spend some

LIBRARY PAGE . . .

time in concentrated study and that the sequence of events must be followed as presented by the authors, else some important step in the process may be overlooked.

I would recommend this book to anyone wishing a broader working knowledge of electricity as regards its use in Street Railway practice.

LATEST BOOKS RECEIVED

AMERICAN TRANSIT ENGINEERING ASSOCIATION. ENGINEERING MANUAL. Complete revisions to the Power and Rolling Stock Divisions. Revised to December 31, 1939.

ANNUAL REPORT OF THE BOARD OF PUBLIC WORKS. City of Los Angeles. July 1, 1938 to June 30, 1939.

ANNUAL REPORT OF THE BOARD OF WATER AND POWER COMMISSIONERS. City of Los Angeles. 1939.

BUILDING MATERIALS: Performance test of floor coverings. P. A. Sigler and E. A. Koerner (National Bureau of Standards). A report covering the results of a series of tests designed to determine, within a comparatively short time, the relative ability of various types of floor coverings and various methods of installation to withstand hard and prolonged service.

HOBGING. Michigan Tool Co. A 31-page pamphlet giving a practical discussion of the factors involved in the hobbing of gears, splines, etc. It also includes formulas and charts for use by the shop as well as the engineering department.

INDUSTRIAL ELECTRICITY. John M. Nadon and Bert J. Gelmine. 1939. A simple treatise of fundamentals of electricity, machines, and controlling equipment. This book covers not only the essentials of electricity but also devotes considerable attention to methods of connecting, to operating characteristics, and to the industrial applications of electrical machines and controls. Incidentally this book is used as a text in the state schools.

MOTOR CARRIER ACCIDENTS. Interstate Commerce Commission. Mimeographed copy of the second ICC annual report, for 1938, of interstate motor carrier accidents—both bus and truck. Conditions under which bus accidents occurred most frequently are given.

PARKING METERS. William B. Cleves, President L. A. Traffic Association. A

review of reports and legal decisions on parking meters. January 1940.

RADIO PHYSICS COURSE. Alfred A. Ghirardi. Second editions, revised, of Ghirardi's electrical and radio course. Explains in detail the operation of radio, photo-electric cells, television, and talking pictures. 1939.

REPORT OF CHIEF OF THE BUREAU OF PUBLIC ROADS, 1939. Annual report of the Bureau of Public Roads.

STATUTE CHAPTERS ENACTED TO MARCH 7, 1940. California. Legislature. A booklet of 41 Statute Chapters which have been enacted in the extraordinary session of the California Legislature, January 29-February 25.

STORY OF HIGHWAY TRAFFIC CONTROL, 1899-1939. William Phelps Eno. The personal, behind-the-scenes story of many of the major developments of traffic control. Includes story of the hard won adoption of the "Rules for Driving," which became the first police traffic code ever written; principles of rotary traffic; safety isles, etc.

STRUCTURE OF THE AMERICAN ECONOMY. National Resources Committee Report, June 1939. A report showing the inter-relation of the economic forces which determine the use of our national resources. It indicates some of the problems which must be faced if we are to have reasonable use of our resources.

UNIFICATION OF RAPID TRANSIT AND SURFACE RAILROADS OF THE BROOKLYN-MANHATTAN TRANSIT SYSTEM. 1939. A report of the special counsel to the Transit Commission of the State of New York on the proposed plan and agreement of unification and readjustment for the acquisition and unification under public ownership and control of rapid transit and surface railroads and related power properties.

WORLD ALMANAC AND BOOK OF FACTS. 1940.

Around the Divisions



F. F. ROBEY

Division One

Jim Bradley, our congenial Assistant Foreman, is very well pleased with his new home. It is located near Ventura Boulevard, in Tarzana. Jimmy now has some pigeons, ducks and two young horses to make things complete.

The following are the new men at this Division:

J. K. Lynch, B. P. Raley, E. A. McGahan, and J. W. Covington. We are glad to have you with us, fellows.

Division Two

"Doc" Robey is continuing on the mend, but to date he and Dr. MacFarlane seem to be unable to get together on a date of release for duty.

Division Three

J. Washington is our new day car cleaner Foreman. Glad to have you with us and hope the brightness of daylight work does not cause you any inconvenience from "snow blindness."

V. Cook and F. Keller enjoyed their vacations around Los Angeles.

W. J. Green, Assistant Foreman, has had his annual baking at the Hot Springs.

Jimmy Doovas is fixing up his new home with all kinds of tricky gadgets. It might be advisable to approach this domicile with caution as we have no authoritative information as to the nature of these gadgets.

A. Dickenson has built a new patio on his home and we would all like invitations out to enjoy its

beauty and also would appreciate a nice broiled steak.

Pearl Graham has returned after a seige of sickness and feels pretty well now.

Division Four

Jim Inman, Assistant Foreman, days, tried out his new 1940 Willys on a week-end trip to Sequoia National Park. The report is that it performed according to advertisements.

Earl Skinner is spending a two weeks' vacation in Colorado. He expects to visit Yellowstone National Park and also Salt Lake.

P. Booth is back on the job after having medical treatment. He resumed his duties at Division 5 and we extend him our best wishes.

Clara Peteway is the new lady car cleaner. Welcome to our ranks.

K. Russell and W. Krol are the new car cleaners at the Division. Welcome to the gang, fellows.

L. Lee is having trouble getting his fishing tackle ready. We understand he has a new type trick hook with a slip-knot effect that is supposed to be very effective. He probably borrowed this idea by watching some of the dexterous manipulations of the Rodeo performers at Saugus. No doubt, this trick gadget will be responsible for many interesting fish stories.

Division Five

Jimmy Williams, our janitor, is in the Hospital having a general overhaul and we wish him a speedy recovery.

There is not much chance of getting any fishing worms in Lennox. They say that Ed Hess has captured them all and is going to take them

up around Mammoth Lake and dump them out.

Jim James is feeding his rose bushes "Vitamin B" and the story that Jim tells about how big and pretty the blooms are is really a classic.

"Jim" Boen is looking forward to some good home-cooked meals now that his wife has resigned her outside work and plans on devoting her entire time to domestic tasks. We understand that Jim has agreed to do the dishes.



L. F. SPARKS

The Track Department has several big reconstruction jobs going on at once. New rails are being laid to new line and grade on First Street between Main and Broadway, together with new special work on Main, Spring and Broadway. Cypress Avenue is being improved by the City as a relief highway for San Fernando Road causing the Company to move tracks to new line and grade from Alice to Future.

Where Main and Alameda join the Company is moving tracks to conform to the City's Major Traffic Plan. On Olympic Boulevard where car service has been superseded by bus service, the Company has removed the rails between Berendo and Menlo and also from between Westchester and St. Andrews. The Santa Barbara improvement between Vermont and Brighton has been completed.

Extensive roof repairs are being made at South Park Shops and the

walls and roofs are being patched up at Division One.

Vernon Yard is the scene of hectic activities these days with from one to nine new Diesel buses coming in every day to be serviced and unloaded.

Supervisor of Way, Ed. Fleming is not only a Great-Grandpa but now boasts having four Grandchildren. His daughter, Mrs. Pearl Worthan had another boy the other day. Mrs. Worthan will be remembered by the employes in the Auditing Department as she used to be employed there.

Charlie Shelton is taking a trip to Marysville to a Knights of Pythias Grand Lodge convention. Bud Evans is next on the list with a three weeks' trip to Wyoming.

Come on, fellers, and break down with the low down as to who is going where. Bring in any good snapshots of your trips and will try to entertain everybody with a re-print in Two Bells.



16th Street Coach

CHARLES H. HARDY

R. S. Davis, juryman for several weeks on a headline court trial, developed a carbuncle and infection set in that necessitated several days of hospital treatment during which time the trial was postponed. C. A. Malin is recovering after an operation for acute appendicitis.

R. W. Acres is adding an additional room and a basement to his home. He hopes to install a billiard table in the new basement when it is completed.

L. T. Curran's City Driver's badge number is the same as his cap number, a coincidence that probably does not occur once in a thousand.

Highlights of the month—Fred Shafer testing guinea hen eggs for bouncing—L. N. Kelley sending home for a clean pair of trousers after a paint job.

P. A. Rowley and Charles Slater were elected Division Representatives in the recent T.U.C. election.

Charlie Lyle reports the death of his sister-in-law Mrs. William Jordan, wife of the business manager of the L. A. Ball Club.

F. Palfreyman reports that his wife is recovering from injuries received in an auto accident recently. Mrs. Palfreyman received a fractured pelvis when the auto, in which she was riding with several others, was completely demolished by another car.

R. C. Triplett was loading his coach with school children near a hot dog stand the other afternoon when one lad began a frantic search for his transfer. The boy was very much distressed when he discovered that he had eaten most of the transfer while holding it in the same hand with a hot dog!

The two Coach Divisions will hold a Safety Show on June 1st at 8 p.m. in the Pacific Electric Auditorium. There will be valuable door prizes. A good short snappy show with no long speeches is promised. Dancing to good music will follow. 11 employes and their families are cordially invited to attend.

GARAGE

Several from our supervisory force attended an annual conference of the American Transit and the California Transit Associations held recently. Many transportation problems were discussed at this meet.

Eli Deak's car was stolen from Fifteenth Street on a Saturday morning recently. It was found in Venice late the same day. A clock was the only thing found missing from the car.

H. "Les" Harrier is the latest one in the Garage to be called for jury duty.

North Winston of the Wash Rack informs us that his wife has received word from Natchez, Missis-

sippi that three of her relatives had perished in the disastrous dance hall fire.

Gurney Turner is not working his way through college. Those subscriptions he is going after may win him a vacation trip.

The Wash Rack lads are enjoying a new water heater recently installed for their use.

It is reported that D. J. Sullivan has sold his boat after carefully wiping the dust from its keel.

Irving Jones is expected to be off for some time with a broken knee received in the first softball game of the season. E. V. Athenour from Division 4 will fill Jones' position until he gets back. "Pat" Pearce was about to return to work after a recent operation when he was suddenly stricken with appendicitis which necessitated another operation. We expect him back soon, probably equipped with a zipper.

M. "Joe" Gentry became the proud grandfather of twin boys recently.

At the time this was written the new Diesel coaches were coming in at the rate of about five each day and were soon to be taking the place of the double deck coaches which are to be retired from service.

Virgil & Santa Monica Coach



L. S. HENDRICKS

Vacation time for 1940 starts soon. Bids are being accepted by dispatcher now. Operators now on vacation are F. W. Creed, T. S. Barrett, Jr., D. E. Johnson, C. E. Montooth and B. B. Zimmerman.

The seniority of Virgil and Wilshire Divisions recently dove-tailed show some 300 men, and a new shakeup expected in about two weeks. Many are the questions as to where the boys bid, as the L.A.M.C. will take over operation of new Olympic Boulevard line.

Many new coaches for Los Angeles Motor Coach and Pacific Electric are arriving daily. Reports are that they are the best.

Operator R. Railsback has entered St. Vincents hospital to undergo an appendectomy operation.

Operator H. M. Cline is observed carefully operating a new Plymouth coupe.

Operator H. C. Bammerlin recently sold his new home in Burbank and has moved into West Los Angeles. Idea in mind to be near the new terminal when it is built.

Operator Curt Prickett is now enjoying his new home near Roscoe.

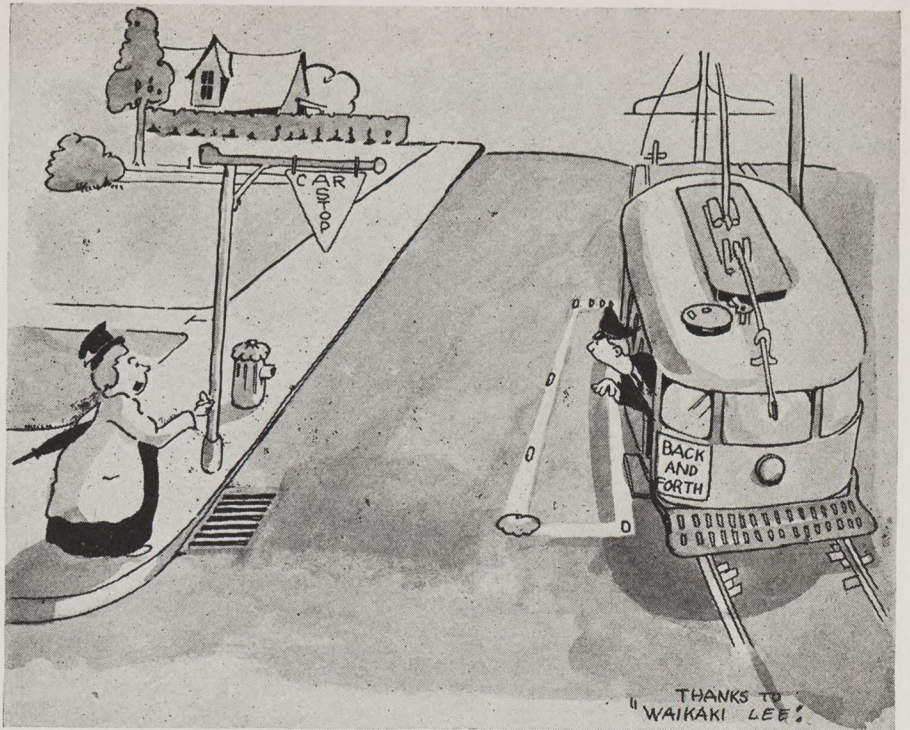
Flowers?—Just ask our Dispatcher Al Tieman how to grow them. Al won four ribbons at the Glendale flower show recently and was he happy. Said could have won another if he had entered another one of his flowers.

Anyone interested in Art should visit the L. A. Public Library downtown where Virgil's artist, Operator C. P. Hunt has a painting on exhibition. Good luck, Hunt, for untiring work. Exhibit is No. 30.

By popular request we are inviting you to come out and watch our bowling teams in action each Thursday night at 8:30 p.m. at the Hollywood Recreation at Hollywood and Vine. Bring your friends and root for your favorites.

Virgil's sick list has taken quite a drop now that warm weather is with us again. On sick leave we find Operators R. D. Crandall, H. E. Drysdale, C. E. Lidamore, S. D. Warren and Bill Lane (who is still confined at St. Vincents).

From Division 4 come the following motormen and conductors breaking in as operators at Virgil: L. G. Miller, G. R. Young, V. E. Cromb, M. H. Swanson, C. H. Morrison, J. B. Cutberth, W. D. Moorhead, F. W. Mooney. According to reports from their instructors all above-named men are going great.



"Over here, please!"

—Guy Gifford.



Division One

R. C. RUGGLES

The T. U. C. Picnic at Catalina Island on May 12 was voted a real success by all who attended and the time was much too short for the many things there were to do. The L. A. Ry. All-Star Baseball Team finished a very successful winter's playing by beating the Catalina Cubs 7 to 6.

Motorman J. C. Estell has taken 21 days to visit his folks in Corsicana, Texas.

Our genial foreman, Mr. Ellis, has returned from his vacation, reporting a fine time.

Motorman W. R. Mullenax is taking 14 days to spend the time with his mother in Denver.

We wish to call your attention to the two good bowling teams we have at our Division, Teams 1A and 1B. They bowl every Thursday at 8:30 p.m. at Angelus Alleys, 9th and Olive. The boys would appreciate your attendance

and moral support. Team 1B is rapidly going ahead and is just a few points from first place.

Our Baseball Team has been beaten the last two times, by one point each, but we are looking forward to winning the next game. J. R. Butler, one of the players has been on the sick list but is now back with the team.

G. R. King had the misfortune to have his car stolen, the car was used the following night in a robbery at Santa Monica. It was recovered by police the second day but the car was stripped of practically everything.

Motorman W. C. Steel will be vacationing for 22 days, visiting relatives in Oklahoma.

Conductor H. S. Drayer is working as Supervisor during summer vacations.

Conductor P. A. Vannice is Missouri-bound, having taken 28 days off to visit relatives.

Conductor J. C. Boyce is on a two weeks' trip taking in the sights around Boulder Dam.

The following men are still on

the sick list: C. L. Gaul, J. A. Hunter, G. E. Nidick, J. E. Connell, V. E. Scott, R. J. Orphan, G. Gregg, A. L. Stockman, L. E. Adkins, T. A. Brewer and J. H. McClintock. The following men have returned from the sick list: J. L. Carnine, B. J. Darneille, B. J. Eduardo, L. A. Cleary, G. M. Dougherty, S. Ashworth, F. H. Neville and G. M. Katzenberger.

This bit of poetry was handed to me, author wishes to remain unknown.

**'Twas the night before pay day,
And all thru my jeans,
I hunted in vain for the price
of some beans.
Turn forward, O time, let me not
sorrow,
Make it to-nite, instead of
tomorrow.**



ELECTRICAL



WALTER WHITESIDE

The boys in the Line Department have been kept extra busy the past couple of months. New poles were set and trolley wire strung and new feeders installed on Santa Barbara Avenue, due to the removal of the right of way. Also there is quite an improvement going on on First Street, necessitating new poles and trolley. Along with these installations they had to shift over to Olympic Boulevard to remove the pole line and trolley line due to the abandonment of the rail line.

Benny Lerit stayed home last year to rest up for this year's vacation. He is taking an extended trip, ending at the New York World's Fair. (Don't forget San Francisco, Benny). Benny says he needs plenty of time on these trips as his wife stops in every town and goes window shopping.

Some time ago Gene Brox moved from within the confines of the Metropolitan area to the wide open

spaces. At that time we accepted the reason as stated: "I just like it out in the country." But at the last safety rally we learned the real reason — his neighbors called the sheriff and had him evicted—why? Gene toots a mean Sax.

W. D. Hunter enjoyed a pleasant trip to Catalina Island recently.

Wally Rhodes is spending his vacation at home on the service porch —yes, washing diapers. Congratulations on becoming a father again!

It has always been our opinion if a man receives a black eye legitimately there is no reason for him to attempt to hide it by pulling his hat over his eye or by trying to avoid people; but, if they try the "el dodge-o" act that Billy Yandell attempted to pull on yours truly it leads one to believe that there is something fishy about the whole thing. Come on Billy—out with the real dope.



Division Three

L. VOLNER

In a visit to Mr. Bodley's office I was very much pleased to hear him express his appreciation of the cooperation the men are giving him. Mr. Bodley says as a rule he finds the men willing to do the things they should do, and most of them, when notified of some violation of the rules, profit by the notification and will not repeat. He was also proud of the number of letters of commendation received by the company commending some of the men of this division.

Many of our men joined the happy throng that went to Catalina on Sunday, May 12th. A most enjoyable trip was reported by all of them.

A "red hot" city election, or even a presidential election, couldn't throw any shadows on the election

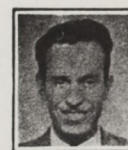
held by the Transportation Union of California during the past month, when officers for the ensuing year were elected. From the gate at the entrance to the division yard, all along the walk to the office building, and every available space in the assembly room was tacked the card of some candidate for office. The boys take a great interest in these elections, and it is to be hoped put the best qualified men in the respective offices.

The men are wondering what could have happened to that top-notch, who is almost always the head of the power saving list, Motorman F. L. Leadbetter during the week of May 6th, for during that week Mr. Leadbetter had two accidents.

We are very glad to report that, after an operation on his throat, Motorman W. W. Taylor is almost fully recovered and expects to be back on the cars in a short time.

On Saturday night, May 18th, Division Three held the greatest and most successful show and safety rally of the year. A large crowd was present and all felt fully repaid for having attended.

Have just heard that Motorman R. H. Schumacher has entered St. Vincents to have a carbuncle removed. Best of luck, "R. H."



Shops

F. ARLEIGH FRAZIER

Fishing tales usually run to exaggeration as to the bigness of the catch, but one truthful fisherman is Sherman Kriewald, who says although he went trout fishing he is sure he only caught anchovies because the three fish only ranged from one inch and a half to three inches long.

As is his custom A. H. Lohr rides to work with his lunch box safely

anchored between his legs, but one morning not so long ago while riding along he thought he felt something a trifle warm but gave it no other thought until time to get up he discovered he had been sitting in a puddle of coffee. And so we have the innovation of the Lohr coffee brown suits to compete with the salt and pepper shades.

Up near Bishop is good trout fishing. Rex Guignard reports a catch of fifteen.

G. Whittington is off with a broken thumb, if it had just been out of joint we would have said that he had been over-doing the hitch-hiking act.

H. P. Dicken has just returned to work after being off with a fractured finger.

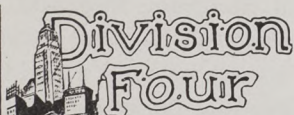
Another fishermans' tale is sorrowfully attested to by companions, C. L. Nichols, S. C. Kriewald, Wesley Sevoy, A. Oliveri and George Hoffman who accompanied Vic Lee on a fishing expedition in which said Mr. Lee caught five yellow-tail and nine sea bass while the others barely had nibbles.

Nick Costo had better put a padlock on his lunch box to prevent the scavenger-jokesters filling it again.

Many will regret to hear that Leith Graham, formerly of the Paint Shop, was killed in an explosion at the Honolulu Navy Yards.

Welcome to J. Sandersom, a new man in the Paint Shop.

Yes siree, South Park Shops won their first game with Division 1. Stewart Marsden gets the credit for winning the game, pitching 7 innings with a broken finger. The game was finished by V. D. Burgess.



C. J. KNITTLE

Sunday, May 26th, was a lively day at Division 4 for on that day the L Line was discontinued and

•

*Marital vows
were
exchanged
between
Collin L. Hatch
and
Marion
Weinenga
on March 20
at the
McCarty Mem-
orial Church.
The Groom is
the son of
Charles L. Hatch,
Assistant
Mechanical
Engineer,
South Park
Shops.*

•



the new Olympic Boulevard Coach line installed.

These buses will provide transportation formerly offered by Line L and will be operated by the Los Angeles Motor Coach Company. Earlier in the month, eight Division 4 trainmen were transferred to the Coach Division to drive buses.

Another very recent change in the Operating Department was the re-assigning of Line N from Division to Division 4. Twenty-five Division 3 crews who chose runs on Line N in the Division 3 shake-up of May 16th were permitted to transfer to Division 4 without loss of seniority. The new schedule took effect Sunday, May 26th.

The greatest social event in May

was the Transportation Unions picnic at Catalina on Sunday, May 12. Division 4 was well represented in the 800 participants and among the entertainers on the voyage was our trio of famous songsters, Eddie Mills, "Red" Hipes, and Wilbur Mills. Then, too, in the ball game between the Los Angeles Railway All-Stars and the Catalina Cubs which was won by the All-Stars, 7-6, Pat Stevers of Division Four played a marvelous game as catcher and H. Andrews of this Division did a fine job in right field. The spectators, we might say, were rather interesting, too, for among them were some well known movie people; James Cagney, Gail Patrick, Jeffrey Lynn, and Judy Garland.

Getting back to town again, a few weeks ago Supervisor Herman Drayer had the misfortune of losing a pad of WP4 Weekly Passes. Fortunately, the finder was kind enough to mail them to the Main Office, 11th & Broadway. On the back of the pad was written, "Found at 9th and Main." Herman did not have to worry about thanking the sender. He had kept one of the passes as a reward.

Motorman L. F. Robinson also had a bit of hard luck on a trip "up north" during the week starting April 28th. Robinson went into a large clothing store to buy a pair of pants and while trying on a pair, someone stole his watch from the dressing room. Later, traveling along the highway, he "blew" a piston and had to dig up \$20 for a new one.

Here's one that might qualify in Ripley's "Believe It or Not"; Motorman J. M. Davis has cap number 733, works Run 733, and pulls into the Carhouse at 7:33.

Motorman A. E. Seyers is due for a round of congratulations. He completes twenty years of Los Angeles Railway service on June 4th. Many happy returns, Motorman Seyers.

DIVISION FOUR SHOW GREAT SUCCESS

Once again Division 4 lived up to its reputation for providing fine entertainment and a delightful dance program when, on May 4th at Westgate Masonic Temple, hundreds of trainmen and other employes with their ldaies, enjoyed a very pleasant evening.

Master of Ceremonies Billy Vejar presented a very good show. Mr. C. E. Morgan, Manager of Operation, and Mr. Lynch of the Los Angeles Safety Council, gave interesting talks about accidents and safety. The addresses were followed with an evening of dancing. The music was furnished by the Los Angeles Railway Orchestra.



Division Five

FRED MASON

THE DATE . . . Saturday, June 8th. THE PLACE . . . South Ebell Club, 7101 South Menlo Avenue. AND THE TIME . . . 8:00 P. M.

Yes, folks, we are presenting an evening of Entertainment and Dancing for employes and their families, and there's going to be a big time in the old town that night! A very fine vaudeville program has been arranged and this is to be followed by dancing. Several hundred tickets have already been given out and those of you who want seats, be there early, and don't forget the show is going to start promptly at 8:00 p.m. There are still some tickets available and they can be obtained by applying to Mr. W. H. Snyder.

Conductor C. E. McCarthy has taken off six weeks for a vacation, which will take him to Chicago, Illinois, and all points east.

Conductor G. W. Sterrett and Motorman H. S. Pennington have resigned on account of their health and we wish them lots of luck and hope that the change will be very beneficial to their health.

Motorman C. M. Thompson feels right at home on the front end of a street car, but when it comes to deep sea fishing, well, he's just all at sea, and without sea legs. Just recently, on his day off, he decided on going fishing by way of diversion, but it did not turn out so well. It appears that the boat rocked just once too often and a little too suddenly for Tommy, throwing him heavily to the deck which resulted in a broken arm. Here's hoping he will be back on the job soon.

Well, boys, the general choice is all over and by this time you should all be acquainted with your new runs, and settled down. And don't



Alice Louise, 11-months-old daughter of Motorman (Division 5) and Mrs. G. A. Seale.

forget "Let's make 1940 a Safety Year."

Here's the gang who came back to work on June 1st after enjoying excellent vacations. Conductor C. K. Ullrich, three weeks in Confidence, Iowa. Motorman V. H. Boone, thirty days in Beardstown, Illinois. Motorman W. K. Bliss, four weeks in Cedar Rapids, Iowa. Conductor C. C. Fee, thirty days in Collbran, Colorado. Motorman C. T. Boswell, three weeks in Woodward, Oklahoma. Conductor S. E. Lusby, three weeks in Grantsville, Utah. Conductor J. Turvey, five weeks in Nashville, Tennessee. Conductor T. S. Pierce, thirty days, with a new car from Flint, Michigan. Conductor W. R. Fuller, thirty days in Huron, South Dakota. All are now back on the job and feeling fine.

We are glad to welcome three old timers back on the job after long illnesses. Motorman W. E. Snell. Conductor N. A. Matlock and Motorman C. E. Yocum.

...RIDERS' REMARKS...

FINE EXAMPLE OF HONESTY ...

"I wish to commend you for the excellent way you handle lost articles, and the honesty of your driver R. L. Teeter.

"Last Friday I left a purse on your Silverlake line containing about \$13.50 in cash and other valuables. Next morning I called your office in the hope that the purse would have been returned and that I might be able to recover part of my loss. I was told the purse was there and not a thing missing.

"I felt you would be interested to know this, and the driver's name."

MARIE PILKINGTON,
2166 Kenelworth Ave.,
Los Angeles.

ACT OF THOUGHTFULNESS ...

"An incident occurred the other morning which I believe ought to be brought to your attention.

"I left a bag on the car which contained my uniform. Mr. Brooks, (No. 2950, Div. 4), the conductor on the car, made a special trip to the building where I work with the bag, because as he said, 'I thought you might need it'.

"My appreciation of such an unusual act of thoughtfulness prompts me to write this letter.

"Thanking you,"

MRS. ANNA TJOMSLAND,
450 S. Western Ave.,
Los Angeles.

OUTSTANDINGLY EFFICIENT ...

"I wish to commend to you driver 235 (D. L. Gladwell) on the Alvarado bus line, with whom I had the pleasure to ride this evening. He is without doubt the most courteous, considerate and, I believe, as efficient a driver of any public vehicle I have ever ridden. My reasons for so thinking are that he took the trouble to thank each passenger individually for his fare, called all streets clearly, emphasizing transfer points and naming the particular bus or street car at said points, cautioned people when alighting from bus, etc.

"He was so outstandingly efficient and considerate that I could not pass up this opportunity of bringing him to your attention."

I. F. VANDERBLEU,
1415 Lake Shore Ave.,
Los Angeles.

TOP MONTH'S COMMENDATION LIST ...



O. R. Jordan, Virgil Coach Division, with two commendations says, "I try to greet my passengers with a smile and find that my attitude is a great help in smoothing out their troubles. It makes my work more pleasant and the day seems to go faster." Looks like he's got something there!



E. N. Bliss, Jr., Division 4, with five commendations this month, says that partially responsible for this friendly reaction from his riders is that he makes a point of calling each street clearly. Sounds reasonable.

MAKES RIDES PLEASANT ...

"This morning was dreary and foggy, but when I got onto the "J" car at 10 o'clock on Seventh and Grand Streets the street car was warm and 'sunny,' why?

"Your man who collects the fares was making everyone laugh with him by his pleasant sallies—and his courteous, helpful attention made everyone comfortable.

"You receive many unpleasant complaints, doubtless, so that I feel you might like to have some pleasant criticism; so I am taking this occasion to express my appreciation of a really fine employe. His number is 1122 (R. Chase, Div. 4)."

MRS. JOHN P. SMITH,
1101½ So. Alma Ave.,
Los Angeles.

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

TRAINMEN

- S. A. Auger, Div. 3
- D. L. Batastini, Div. 4
- B. G. Belman, Div. 3
- C. E. Benton, Div. 4
- W. W. Bitters, Div. 1
- ****E. N. Bliss, Jr., Div. 4
- *J. E. Bohler, Div. 3
- R. J. Bragdon, Div. 4
- A. I. Brennan, Div. 1
- X. Bryan, Div. 5
- T. R. Brown, Div. 5
- E. A. Burgess, Div. 4
- N. W. Cadaret, Div. 4
- H. Cannon, Div. 5
- H. N. Caress, Div. 4
- B. W. Clark, Div. 1
- E. W. Collins, Div. 4
- G. C. Cotton, Div. 1
- V. E. Cromb, Div. 4
- J. M. Dark, Div. 5
- J. R. Dean, Div. 5
- *W. H. Deskin, Div. 3
- C. C. Dotts, Div. 4
- E. G. Driscoll, Div. 1
- T. E. Dyer, Div. 5
- J. R. Edgington, Div. 4
- J. P. Fleming, Div. 3

OPERATORS

- R. J. Bloodgood, Wilshire
- M. L. Bradberry, Avalon
- H. M. Cline, Sunset
- W. H. Coker, East 9th St.
- R. D. Crandall, Sunset
- F. W. Creed, Crenshaw-Vine-La Brea
- H. M. Edwards, Highland Park
- H. W. Feller, Crenshaw-Vine-La Brea
- H. B. Gaither, Wilshire
- G. C. Gilliland, La Brea
- D. L. Gladwell, Avenue 50
- C. D. Harlan, Soto
- B. L. Hartsell, Figueroa
- A. G. Hickey, East 9th St.
- A. L. Irwin, East 9th St.

Note: Each asterisk represents one additional commendation.