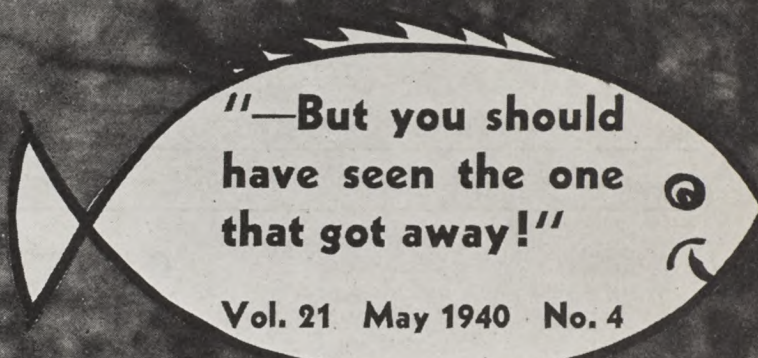
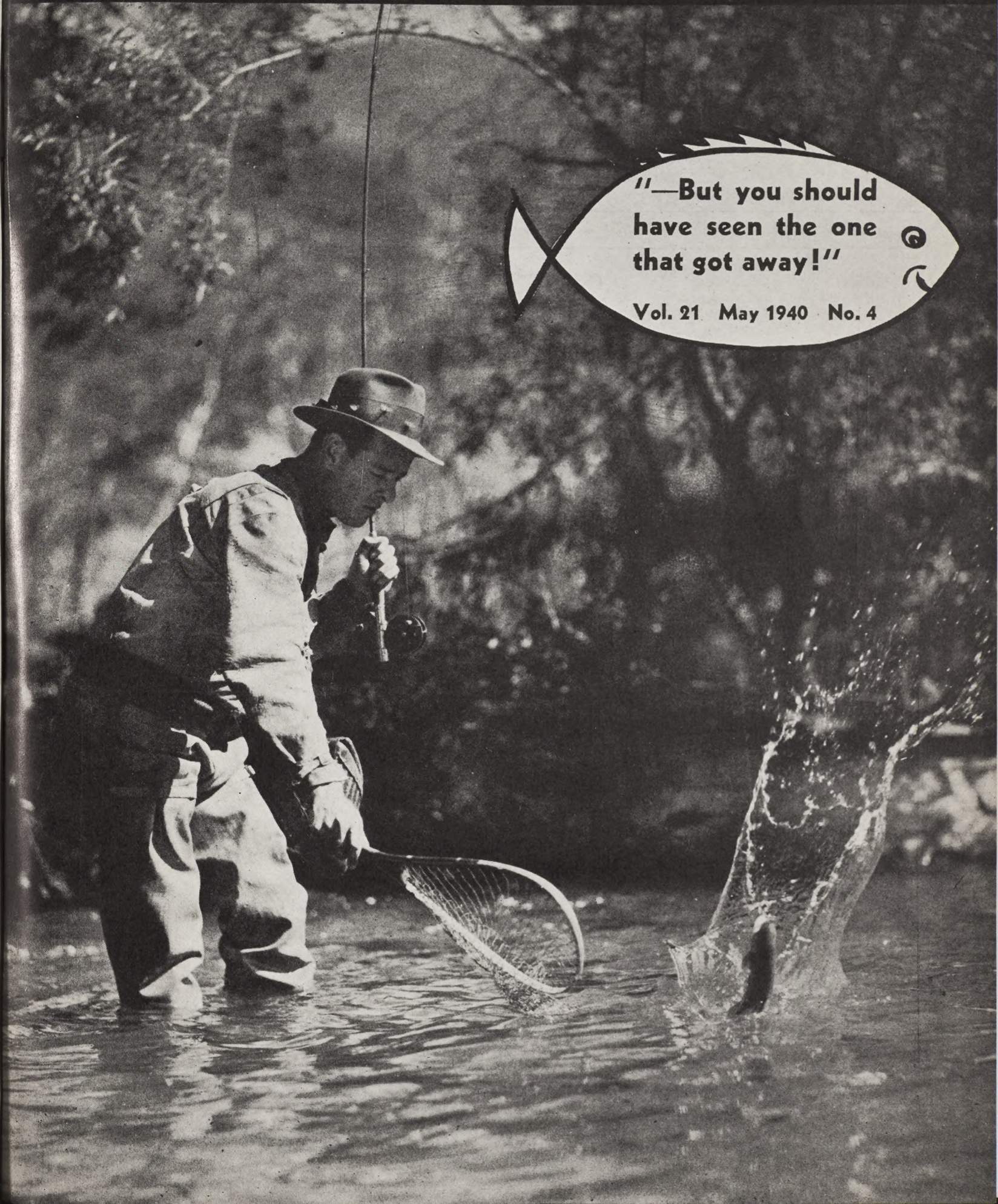


# TWO BELLS



"—But you should  
have seen the one  
that got away!"

Vol. 21 May 1940 No. 4





**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 EMPLOYEES  
 OF THE  
 LOS ANGELES  
 RAILWAY**

FRANK C. LYDIARD, *Editor*

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 communications to  
 editorial offices  
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 Los Angeles, Calif.  
 Phone: PR. 7211  
 Stations 295 and 296

*Staff Photographer* HOWARD L. JONES      *Staff Artist* GUY GIFFORD

## In This Issue

Maintenance Contest Opens.....	3
Advance Type Coaches to Arrive Shortly.....	4
Library Notes.....	5
Geographic Society Offers Special Rates.....	5
Recent Suggestion Awards Made.....	6
Personnel.....	6
Flying News.....	7
For the Ladies.....	8
Sports.....	10
South Park Shops.....	12
Shopman Displays Historic Indian Costumes.....	14
Clubs and Vets.....	15
Around the Divisions.....	18
Riders' Remarks.....	Back Cover

**CONTEST WINNER**—Dick Knudsen, Division 1, wins the original Gifford cartoon as offered in last issue for the best caption to the drawing of a motorman, chin on fist, staring at a woman passenger applying lipstick before his rear-vision mirror. Mr. Knudsen's caption—"Please make up your MIND lady."

### LARY REVENUE FOR MARCH OPERATING RESULTS MARCH, 1940 vs. MARCH, 1939

	1940	1939	1940 Increase + Decrease— Over 1939
<b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) .....	\$1,111,528	\$1,040,476	+ 71,052
<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) .....	972,888	889,683	+ 83,205
<b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) .....	81,626	78,255	+ 3,371
<b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) .....	66,336	70,878	— 4,542
<b>Total Expenses</b> .....	1,120,850	1,038,816	+ 82,034
<b>Leaves Net Profit or Loss</b> .....	—9,322	+ 1,660	— 10,982

# Maintenance Contest Opens

**O**NCE again the oldest maintenance contest in the industry is ready for entries. The 1940 TRANSIT JOURNAL Maintenance Contest promises to be one of the biggest ever held since the series was started fourteen years ago. There is no reason why you should not cash in on some of your pet ideas along with all the others who will be submitting material.

This contest is very simply set up so that you will have a minimum of bother. There are two sections—one for company records of general maintenance data and the other for items describing gadgets on shortcuts worked out by the men in the shop. Questionnaires for the necessary information in the Company Section will be mailed to all operating companies within the next few weeks. Individual items may be sent in any time from now until Aug. 1, 1940.

There are two divisions in this Individual Item Section. One covers maintenance connected with rail operation and the other covers maintenance connected with rubber-tire equipment. Any device or shortcut that you use in your daily work can be written up and submitted. This goes for track, overhead line, power and other departments in addition to the main shops.

Don't worry about fancy writing. Just send us all the facts and we'll grind out a description. Send along a photograph or a drawing, if at all possible, for illustration purposes. For each item that we publish we pay a minimum of \$2.50, regardless of whether or not it wins a prize.

Equal prizes are awarded in both the Rail Division and the Rubber Tire Division. These are \$25, \$10, and \$5, respectively, in cash for the items adjudged first, second and third in excellence in each division. Prize-winning items are paid for at the same rate (\$2.50 minimum) as non-winners on publication.

The contest is held under the sponsorship of the American Transit Engineering Association. The Committee of Judges, announced in the December, 1939, issue of TRANSIT JOURNAL, consists of H. S. Murphy, chairman, manager of business de-

## Cash Prizes Offered To Transit Men

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### It Doesn't Matter If—

1. You don't think your idea is exceptional.
2. Your company is not a member of the American Transit Association.
3. You're not an author.
4. You're not a boss.

**All that matters is that you work for a transit operating company (rail, bus or combined) and that you send in your idea written so that we can read it.**

Also—

### READ THE RULES!

*The contest closes at midnight on August 1, 1940*

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velopment, Philadelphia Transportation Company; H. A. Otis, engineer of car equipment, Chicago, North Shore & Milwaukee Railroad; W. F. Aid, superintendent of way, Cleveland Railway; Arthur W. Baker, engineering secretary, American Transit Association; John A. Miller, editor, TRANSIT JOURNAL.

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### HERE ARE THE RULES

1. The contest will be judged by a committee appointed by the president of the American Transit Engineering Association. All decisions of the judges in interpreting the conditions of the contest and in making awards will be final.
2. The description of any maintenance practice, methods or device in use on the property with which a contestant is connected is eligible for submission in this contest, except one a description of which, to the knowledge of the contestant or judges, has previously been published.
3. The contest will be conducted in two divisions—one covering maintenance con-

nected with rail operation and one covering maintenance connected with rubber-tire operation—with equal prizes in each group. These awards will be \$25, \$10 and \$5, respectively, for the items adjudged first, second, and third in excellence in each division.

4. Only employees or officials of transit operating organizations may compete in this contest.

5. A contestant may submit any number of items he desires, each of which will be judged separately.

6. Only one award will be made for any one item, whether submitted by one or more individuals.

7. In rating the various items the practical value of the practice, method, or device will be considered as of highest importance. This will include its applicability, its general advantages, and the economics it may effect.

8. Although length will not be considered in judging the items, they should be preferably 200 to 400 words in length. A photograph or drawing should accompany each item which can be illustrated.

9. Where the management of a transit company has a practice of requiring approval of items sent out for publication, such approval must accompany the manuscript. If written approval does not accompany the manuscript it will be assumed that such approval is unnecessary.

10. TRANSIT JOURNAL shall have exclusive right to the publication of all material accepted in the contest. All items accepted will become the property of TRANSIT JOURNAL and no manuscripts will be returned.

11. Any material accepted in the contest may be published at any time after its receipt. A minimum of \$2.50 will be paid for each item published.

12. All items should be addressed to the Contest Editor, TRANSIT JOURNAL, 330 West 42d Street, New York, N. Y. Items to be eligible for the contest must bear a postmark not later than midnight, Aug. 1, 1940.

---

Preacher, confused at elaborate wedding: "Are you the groom?"

Young Man: "No, I was eliminated in the semi-finals."



*Views of  
the new  
Diesel - Hydraulic Coaches  
soon to go into service  
on LAMC lines.*

●

**ADVANCE-TYPE  
COACHES TO ARRIVE  
SHORTLY**

Seating 45 passengers, the first of a fleet of Diesel - Hydraulic motor coaches have arrived for service on

Los Angeles Motor Coach Company lines.

Equipped with a six cylinder, two cycle Diesel engine and torque converter (hydraulic drive) these coaches offer a new degree of smooth acceleration with no vibration or uneven motion.

At a speed of approximately 20 miles an hour the hydraulic trans-

mission is cut and the rear wheels of the coach become directly connected to the engine.

Attractive interiors boast mohair upholstered seats, stainless steel fittings, spacious aisles and wide windows.

These coaches will represent the first consignment of a million dollar new equipment program.

# Library Notes

## "AUTOMOTIVE DIESEL MAINTENANCE"

By W. J. CUMMING,

*General Superintendent of the Surface Transportation Corporation, New York*

Coming at a time when delivery of the diesel powered motor coaches is expected from the manufacturers, the book "Automotive Diesel Maintenance", by W. J. Cumming, General Superintendent of the Surface Transportation Corporation, New York, is a welcome addition to the Los Angeles Railway Library.

The author undoubtedly has had more diesel engine experience in the local passenger transportation field than any other person in this country, and his easy to understand practical explanation of the subject leaves little to be desired.

The first chapter which is de-

voted to the origin and principle of the diesel engine clearly explains the difference between this type of engine and the conventional gasoline engine. Chapters on fuels, fuel injection systems, timing, general maintenance problems, together with a suggested system for preventive maintenance and garage layout, complete the book.

### NEW BOOKS IN THE LIBRARY

**American Society of Civil Engineers.** Proceedings. March, 1940. Partial contents: Channelization of Motor Traffic; Transient Flood Peaks; Bridge and Tunnel Approaches (this discussion centers about the relative traffic-volume capacity of the various toll plaza arrangements considered).

**City Traffic Engineering De-**

**partments.** Institute of Traffic Engineers. 1940. This booklet showing the organization of city traffic engineering departments, has been prepared primarily for the use and guidance of all communities which are contemplating the forming of such departments. The traffic organization chart for Los Angeles is given.

**1939 Supplement to the 1936 Revenue Laws of California.**

**Safety Manual.** The Evening Star Newspaper Company, Washington, D. C., has issued this safety manual for all employes who operate company-owned automobile equipment.

### Annual Reports:

Los Angeles. Board of Public Works. 1939.

Los Angeles. Board of Water & Power. 1939.

## Geographic Society Makes Special Rate Available

Offered by the Society to Lary employes are \$4.00 and \$3.00 Season Tickets (orchestra or balcony locations) for \$2.00 if 15 or more season books are purchased.

History in the making, places of peace in a disturbed world, the onward march of exploration, science, and the newly discovered secrets of nature—these will mark the 9th annual series of The Pacific Geographic society.

At this time, are announced BRANSON DE COU and his color motion picture of GUATEMALA, land of color, of fascinating dances and rituals from a long-ago time, of grave-faced people whose ancestors were kin to

the Mayas of Yucatan and Honduras . . . Guatemala is the unspoiled wonderland of Central America . . . Branson De Cou is famous for his beautiful photography, and will be remembered by several hundred members of The Society who saw his movies of Peru at the October dinner.

CAPT. JOHN CRAIG and his color documentary picture of THE PHILIPPINES . . . Globe-Trotter audiences will remember Capt. Craig, whose film, "Danger Is My Business" thrilled them two years ago. He is now in the Philippines, making a documentary and will pre-

view it on his return in October.

LEONARD CRASKE and his color motion picture of THE NILE . . . a thousand miles on the River—the temples and statues, the life of the river towns, Luxor and the Valley of the Kings, the mighty Assuam Dam, and then a journey down the River from Assuam to Cairo. Leonard Craske is called by the Eastman Laboratory of Rochester, the finest photographer using natural color today. He was a member of the American Archaeological expedition to Egypt last year. He is a well-known sculptor, his "Gloucester Fisherman" is world famous; he did the DeLong Memorial in New York and the World War Memorial at Amesbury, Mass. There will be three more events

in the 1940-41 season. These will be announced as soon as all programs available for the Pacific Coast during the coming season have been studied and selections made.

As is customary at this time of year, the same seats held during the 1939-40 season may be reserved for the coming season if reservation is received on or before May first.

As usual, 1.00 deposit per season ticket holds reservation until September 21, 1940.

## NEWS FROM LARY SICK FOLKS

By R. A. PIERSON,  
*Superintendent of Personnel*

During the month of March there were 29 employes confined to the hospital, which represents 230 hospital days. The cost of the hospital service was \$1,550.00.

Regret to report the deaths of four employes during the month of March. There were no deaths among the wives of the employes. The employes who died were covered under our Group Life Insurance Policy.

During the month of March there were 229 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## BELLS

Conductor C. J. Mentzer (Division 4) married to Miss Veronica Sposeman on March 24.

Motorman E. Du Pee (Division 1) married to Miss Elizabeth Mary McGuire on March 25.

## YELLS

Linda Lee, born to Conductor (Division 3) and Mrs. Richard E. Vieth on March 1.

Dane George, born to Conductor (Division 5) and Mrs. G. C. Michiels on March 16.

Suzanne Lavona, born to Conductor (Division 5) and Mrs. E. V. Neuman on March 18.

Richard Irving, born to Motorman (Division 3) and Mrs. Raymond L. Gates on March 23.

Linda Sue, born to Conductor (Division 3) and Mrs. Marshall M. Wallace on March 23.

James Monroe, born to Conductor (Division 1) and Mrs. J. M. Gwynn on March 25.

Dianna Jean, born to Motorman (Division 5) and Mrs. J. R. Stanley on March 27.

Corrine Delight, born to Coach Operator (16th Street) and Mrs. G. R. Van Auken on March 29.

Donald Charles, Jr., born to Conductor (Division 3) and Mrs. Donald C. Kennedy on April 8.

James Eliot, born to Conductor (Division 5) and Mrs. T. H. Drake on April 9.

## OBITUARY

George H. Schlueter, Motorman, Division 1, died April 10, 1940. He was born in Chippaway Falls, Wisconsin, June 3, 1894, and entered the service as Motorman, Division 1, November 25, 1930.

James Murphy Hoffman, Motorman, Division 4, died April 4, 1940. He was born in Eldora, New Jersey, July 2, 1899, and entered the service as Motorman, Division 4, June 7, 1927.

The wife of Elisha C. Brown, Secretary to the President, died April 6, 1940.

## APPRECIATION

Acknowledgements expressing appreciation for the sympathy extended them during their recent bereavements have been received by the company from Mrs. Rosa L. West; Mrs. J. M. Hoffman; and Mrs. Schlueter and children.

William Wells, former messenger and mailman, visited TWO BELLS on April 9 to convey his sincere thanks to his host of friends in the company, for the many remembrances on his 78th birthday. And William seems to be getting younger every day.

## RECENT SUGGESTION AWARDS MADE

The following men have each received an award of \$1.00 for their suggestions together with a Certificate Card of Merit.

These suggestions, with the rest of those accepted during the year will vie for the 1st, 2nd and 3rd prizes of \$15, \$10 and \$5 respectively. In addition to these there is a \$15 award for the Best Safety Suggestion submitted during 1940.

The Suggestion Committee reports the receipt of a number of suggestions dealing with factors outside the control of the Company. Many of these have been good but dealt with such subjects as fares, stop streets, safety zones, street guide lines, signals, etc., all of which are matters regulated solely by the City Traffic Engineer, Board of Public Utilities and California State Railroad Commission. Where it is the opinion of the Department Head concerned, together with the Suggestion Committee that such suggestions are of advantage to the Company, they are referred to such regulatory bodies with the Company's recommendations. These regulatory groups however often have various policies and city-wide plans that prevent their accepting such suggestions. This explains the rejection of a number of suggestions over which the Company has no jurisdiction.

*M. B. Billings*—Suggestion No. 27-40. Subject—“Underscoring on Running Time Sheets.”

*F. T. Ralphs*—Suggestion No. 952. Subject—“Salvaging Rings and Clutches on Coaches.”

*F. J. Mason*—Suggestion No. 16-40. Subject—“Interdepartmental Envelopes to bear ‘Do Not Seal.’”

*F. W. Whitcombe*—Suggestion No. 715. Subject—“Relocation latch on ‘Take Next Car’ sign” should have been credited last year.

*P. Ashley*—Suggestion No. 48-40.

Subject—"Increase passenger safety at Dozier and Rowan."

*E. E. Knacke*—Suggestion No. 59-40. Subject—"Installment of Safety

zones at private R/W and Vermont Ave."

*J. J. Kramer*—Suggestion No. 51-40. Subject — "Change of Format

on Joint Weekly Passes."

*R. A. Renstrom*—Suggestion No. 77-40. Subject—"Improving Lavatory Facilities at Virgil."

## ... FLYING NEWS ...

THE first seven weeks of operation of the Club progress was only equalled by the Milwaukee Junior Chamber of Commerce of all the Clubs formed in the United States. The above information was obtained by the Aircraft Owners and Pilots Association, largest and strongest pilots club in the world.

Here is the present set-up of the Lary Chevrons Club:

*Eight hours dual instruction.*

*Three and one-half hours check time.*

*Thirty-five hours solo flying time.*

At time of enrollment each member is given his log books and a copy of the Civil Air Regulations, an order for his medical examination, and certificate for one hour flying time. Down payment is \$2.00 or \$4.00. On June 1st ground school starts. By special arrangement with the University of Southern California, the university will conduct this school. Regular university instructors will do the teaching. Classes have been arranged for both day and evening so that any employe may attend in his free hours. There will be two classes each week of two hours and twenty minutes each. Length of course is three months. The subjects covered will be:

*Navigation*

*Meteorology*

*Radio*

*History of Aviation*

*Civil Air Regulations*

*Aerodynamics*

*Aircraft Engines, and Instruments.*

The flight instruction will remain

in the hands of Mr. Earl Parks, Chief Instructor, who has an assistant already arranged for, to take care of members. This assistant is re-rated by C. A. A. both for flight and instrument instruction.

Shortly, it is expected to have a permanent manager at the field who will keep the Club running smoothly and devote all his time to the Club affairs.

The big news of the month concerns the ladies. Chevrons is going to hold a contest for women employes only. The winner will be given a course of instruction, the value of which is \$58.00. There will likewise be other prizes.

The ladies will be surprised to learn how simple flying an airplane really is. They will also be surprised to learn how simple it is to win in this contest;

The best letter answering the following question in 300 words or less will win the first prize. Other prizes will be awarded according to the decision of the judges.

The question:

What is the Aircraft Owners and Pilots Association, and its purpose?

Simple isn't it? All the details, rules, and judges will be announced in the next issue of Two Bells. Why don't you try it? You can easily assemble the necessary information before the contest starts.

If you have not already investigated this easy plan to learn aviation thoroughly and at about one-half the usual price, why don't you do so today? There will be many events for members that will take place as the Club's program advances.



*L. F. O'Hare,*

### **New Superintendent at One**

Bringing to Division 1 a background of street railway experience which extends over a period of 25 years, Mr. L. F. O'Hare assumed the duties of Superintendent on April 1, 1940. Having served in capacities of trainman, chief clerk, dispatcher, assistant superintendent and division superintendent, Mr. O'Hare is exceptionally well fitted to handle Division One's affairs.

From 1908 until 1930 he was employed by the Metropolitan Street Railway in Kansas City, Missouri, and that same year entered the service of this company as a conductor at Division 5. He later worked out of the office of the Superintendent of Transportation, and shortly thereafter became a dispatcher.

Mr. O'Hare's pleasant personality and thorough knowledge of street railway operation is certain to be an asset to Division 1 in the years to come, and we extend our congratulations and best wishes for his success.

# For the Ladies . . .

BY PRUDENCE PENNY

Reg. U. S. Pat. Off.

THAT old man "Spring Fever" strikes in many ways, doesn't he? First sign is window gazing, then a slight aching of the bones and last, but not least, the call of the out-of-doors. It's a grand season though, for it does give us an opportunity to entertain informally.

Surely by now, the barbecue pit is all shined up and ready for use, the porch furniture is out from its winter hiding place, and all we have to do is invite the guests and plan and cook a few refreshments. Sounds easy and it surely is fun.

There are endless possibilities for barbecue dinners. Steaks are not the only food, you know that can be broiled over deep red coals. Have you tried slitting frankfurters and filling the cavity with a piece of nippy cheese, then wrapping the whole carefully in a piece of bacon? Broil until a delicate brown. I remember when we were making Penny's Picnic, Pete Smith's latest cooking short, we were located on the shores of Malibu lake and knowing full well we'd have a good barbecue fire, I prepared some of these frankfurters for the cast. If they taste half as good to you as they did to us, they will be perfect.

Barbecued chicken is another favorite. Some of the preparation can be done before the guests arrive and here is the secret of making a real barbecued chicken that will actually melt in your mouth. Young tender broilers, cut in half and dipped in flour. Then browned in shallow fat. Prepare a barbecue sauce by melting  $\frac{1}{4}$  pound butter and  $\frac{1}{4}$  pound shortening together. Add 3 table-spoons vinegar. All of this can be done before the arrival of your guests. When ready to barbecue, dip each piece of chicken in the sauce and broil slowly until a deli-



*It looks as though Screen Stars Tom Rutherford and Virginia Fields are going in for barbecuing in a big way, choosing a toothsome piece of spareribs to barbecue.*

cate brown. Turn frequently while broiling and brush with barbecue sauce. If, by chance, you don't care to barbecue the chicken in this manner, you can prepare the chicken as given and after dipping in the sauce, place pieces of chicken in roaster and bake at 350 degrees for 1 hour. If you prefer a moist chicken, cook covered, if the crisp type is desired, cook uncovered. In this manner of preparation, the older chicken can be used as the long baking will make it tender.

Hashed browned potatoes are easily prepared. Boil the potatoes until tender and then grate on a coarse grater. Melt shortening in bottom of frying pan, add potatoes and brown on one side, then turn and brown opposite side. Season to taste while cooking. Of course if you have a grill or flat surface on the

barbecue, place the shortening on the grill, add servings of potatoes and cover tightly with a plate. Brown and serve right on the plate. Hashed browned potatoes with broiled steak and fried tomato slices make a good main dish combination. To prepare the tomatoes, slice about  $\frac{1}{4}$  inch thick. In a frying pan, add 4 table-spoons butter or cooking oil. Dip the tomatoes in flour and then brown on both sides in the butter. Cover with cream and cook covered until tender. Season to taste.

We would like to go a little farther and send you our fine bulletin on Barbecue Sauces. Just send a large, stamped self-addressed envelope to Prudence Penny, care of the Los Angeles Examiner, or drop into the office the next time you are in the Railway Building so you can have this bulletin among your files.



# Play Presented by Women's Club



*Standing, left to right: Mrs. J. F. Carlin, Mrs. R. L. Wilson, Mrs. C. A. Evans, Mrs. H. C. Lang, Mrs. A. R. Hemm, Mrs. L. M. Coe, Mrs. C. L. Gerrard, Mrs. E. J. Miller, Mrs. G. K. Stanford, Mrs. O. G. McDermith.*

*Seated, left to right: Mrs. H. H. Dewey, Mrs. L. F. Robinson, Mrs. J. W. Inman, Mrs. J. T. Watts, Mrs. J. F. McCormick, Mrs. W. G. Clardy, Mrs. Carl Larson, Mrs. E. V. Athenous.*

## WE HEAR THAT . . .

The rumor is afloat that our versatile Superintendent of Equipment, Mr. H. E. Jordan, may renounce the time-honored profession of engineering which antedates Archimedes, for a more esthetic and ancient calling of an "operatic soloist," or a Seraphine Bard.

His rendition "a cappella" of "Sweet Adeline" at a recent meeting of the Pacific Railway Club, set him apart as an outstanding virtuoso—a modern Orpheus, as it were, and well qualified for that enviable position as Chief vocalist for the Swiss navy, an organization which is little known, but which also received considerable publicity at the aforementioned meeting.

It is true that it was necessary for the Master of Ceremonies to use unusual tactics and surmount almost Herculean difficulties in order to bring this outstanding artist before the appreciative audience, but it was certainly well worth all the effort spent, according to the testimony of all who were present.

•  
*Taking  
off  
for a  
trial  
spin.*  
•



Model plane constructed by Ernest Webb of the 16th Street Garage. This model has a 4-foot wing span and is powered by a 1/7 horsepower, 3/4 x 3/8 inch air-cooled engine. The picture was snapped at 1/1000 second with a Speed Graphic camera as the small plane was taking off. The ship, which weighs only 2 1/2 pounds, has made over 275 flights. The plane takes off with a thirty-second engine run and the flight continues after a controlling photo timer has shut off the motor. Its longest flight has been 34 minutes.

# S P O R T S . . .

## BASKETBALL BANQUET

Wilshire Bowl was the scene of a happy gathering Tuesday evening, April 9th, when Lary Basketball players, Company officials, and their ladies assembled to banquet, dance, and witness the presentation of the Los Angeles Railway Basketball Trophy to the Vernon Yard Champions.

In his usual versatile style, Phil Harris, Bandleader, dedicated his first number, "I've Been Working on the Railroad", to the Los Angeles Railway party. Shortly after the dance program started, a brief intermission was called and the Trophy awarded to the winners.

Tommy Rocha, Manager of the Vernon Yard team, accepted the Trophy and expressed the keen appreciation of his teammates to the Los Angeles Railway Company for this handsome prize.

## DIAMOND SEASON OPENS

By C. J. KNITTLE

THE 1940 Lary League baseball season started April 14 with all the gusto of a big league opening game. After a half hour concert by the Los Angeles Railway Orchestra, Master of Ceremonies Billy Vejar presented five acts of entertainment. An impressive flag ceremony was then performed by members of the Los Angeles Railway Veterans Club under the direction of Commander R. C. Hoyle.

Superintendent Fred Ballenger of 16th Street Coach Division pitched the first ball. League President Kenneth Sloan, at the plate, swung and missed. The ball was chased down by the catcher, J. T. Watts of South Park Shops.



*Basketball Banquet at Wilshire Bowl, April 9.  
Left to right: Ken Sloan, Phil Harris, Ruth Robin, James Murray.  
Holding trophy: T. J. Rocha (left) and Charles Brown.*

In the exhibition games which were three innings each, Division 1 defeated Division 3, 3-1, Division 4 whipped Division 5, 2-0, Coach beat Shops 9-3, and a five-inning game between Vernon Yard and the Lary All-Stars was won by the All-Stars 5-3.

One week later, April 21, the first two scheduled games were played, Vernon Yard losing the first tilt to the Coach lads 5-4. Both teams

played a fine game of ball, showing marked ability in hitting and fielding. Coach made a double play in the third inning when Short Stop Lusk stopped a hot grounder by Sal Manriquez and outed Carrillo at second and Sal at first.

In the second game in which Division 5 defeated Division 1 by a score of 6-5, Division 1 was credited with a double play in the ninth inning when Center Fielder Smith flied to

*Left to right:  
J. T. Watts,  
K. Sloan  
and  
F. G.  
Ballenger.*



Jones at second who outed Thomas, relief runner, at second base.

The complete scores follow:

APRIL 21

At 11:00 A.M.:

	R	H	E	
Coach	210	000	011	—5 8 5
Vernon Yard	000	002	200	—4 5 2

Batteries: Widick and Braund; Joe Saiza, Peralta and Villolobos, Ybarra.

At 2:00 P. M.:

	R	H	E	
Division 5	031	010	100	—6 10 3
Division 1	310	100	000	—5 13 2

Batteries: Wusler and Frievogel; Means and O'Neill.

**YOUNG FANS  
ATTEND BASEBALL  
PREMIERE**



Left, Doris, daughter of O. L. Murray (16th St. Coach), and Irene, daughter of J. E. Atkins (16th St. Coach).



John, son of Motorman W. J. Curry, Division 4.

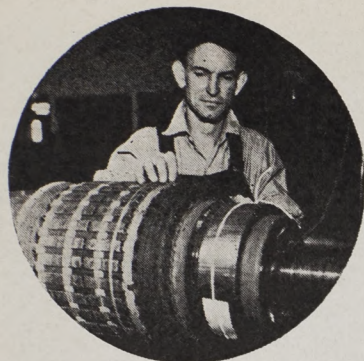


**DIVISION 2**

Standing, left to right: Schmidt, Keller, Woodward, Stotelmyre, Broman, W. Bestwick, Meek.  
Seated, left to right: Barnett, Grubbe, Triboulet, Manager Matznier, Camp, C. Bestwick.



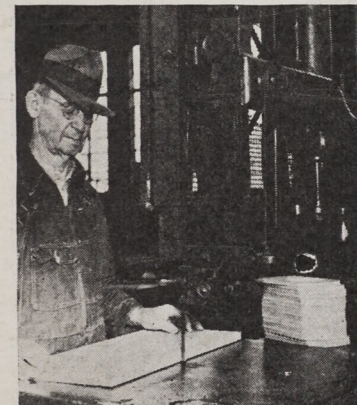
"Railway Information? Is there such a street as 'Olga'? My husband keeps calling it in his sleep!"



T. A. Weller banding Westinghouse Type 306-L armature.



W. Farris cutting glass for corner curved sash.



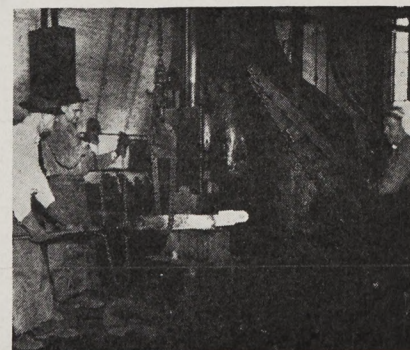
A. Malm operating band saw.



R. Smith pouring babbitt into axle bearing mould.



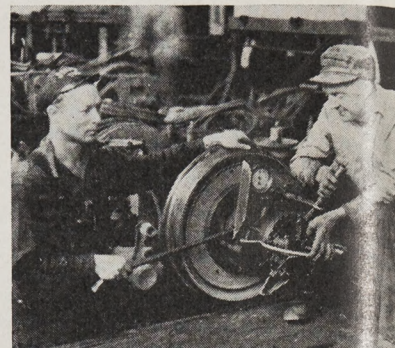
J. P. Hayes winding Westinghouse Type 514-L armature.



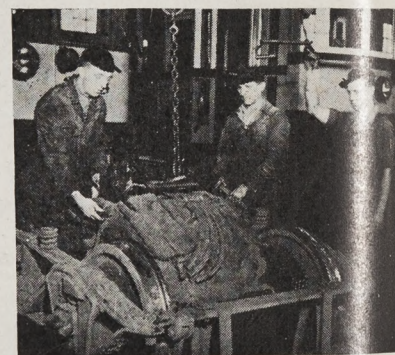
J. Bladel, H. C. Landis and R. C. Ballard operating a 1500-lb. steam hammer.



R. M. Blaize and P. W. Abbey applying new roof canvas.



O. La Bine and C. Green removing wheels from P.C.C. car truck, using hydraulic press.



T. Nolan, J. Glamuzina and E. Boswell removing G.E. Type 269 motor from truck.

# SOUTH PARK SHOPS

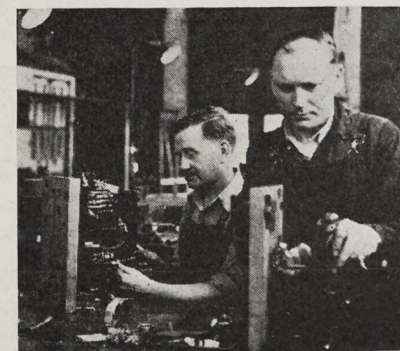
INTRODUCING a few of our South Park friends engaged in some of the scores of activities which keep the yellow cars rolling over LARY lines with a minimum of delay due to mechanical failure. Specialists all, our shop men maintain a consistently high standard of testing, inspecting, repairing, manufacturing, reconstructing, and other phases of shop work. Take a bow, boys!



Front: R. S. Wilson and J. Murray. Back: W. Sweetingham and W. Brown, fare box repairmen.



V. R. Bell calibrating voltage regulating panel, P.C.C. car.



R. Frampton and E. Ormston overhauling W.H. Type 806-G electro-pneumatic switches.



H. P. Dickens and E. King working at forge



F. Buhrman operating paint spray gun.



J. Matula and A. Carmichael repairing seat cushions and curtains



W. McCare buffing and polishing body fixtures.



W. Taylor using dash sign stencil.



C. E. Green dipping W.H. type 514-L armature.

# Shopman Displays Historic Indian Costumes

IT was in the spring of 1876 when the gallant Custer and his command marched forth on their last campaign. Historians record but one survivor of the terrible massacre which resulted. There is no record, however, of the number of Indians who lived for years to tell their grandchildren of the death of "Yellowhair" and his last stand.

Recently Carpenter C. E. Wise displayed at South Park Shops, a war bonnet, breech-cloth and moccasins of a minor chieftain who participated in that bloody battle. These articles, after sixty-four years, are in excellent condition. The war bonnet, while not nearly so ornate as some of the later ceremonial headdresses, is of particular interest. The brow-band is of buckskin and solidly beaded. The crown is of soft tanned buffalo-calveskin, so soft and pliable that, even with the twenty-nine long eagle feathers, the entire cap or bonnet may be turned inside out and rolled into a bundle to be carried in a "war bag." Each of the matched eagle feathers, at the quill end, are wrapped in red felt with a cluster of yellow-dyed fluffy breast feathers. The long mottled main feathers are also tipped with yellow-dyed breast feathers. From the temples descend two "dangles" which, at one time, consisted of a cluster of natural colored breast feathers and two long streamers of white ermine tail. However, the valuable ermine tails have long since disappeared and the grandson of the ancient chieftain substituted sewed strips of muskrat hide.

The moccasins, made of tanned deerskin, are still very comfortable to wear. They too are covered with

Mr. and  
Mrs.  
C. E.  
Wise  
adorned  
in

colorful Redskin  
relics.



beadwork in the Sioux manner. Instead of lacing, as our modern shoe, the drawstring is threaded through the heel, around the side, and tied with a bow knot over the instep. The tongue laps forward over the bow. The breech-cloth is of black flannel tradegoods, probably obtained years ago from the Hudson's Bay Company, and is edged in orange flannel. Across the front are two strips of red, blue and white beadwork, and on the back are three small eagle feathers.

As before stated, these pieces are not nearly as extravagant as some of the ceremonial gear. In the pictures are shown a magnificent war bonnet of white eagle feathers, a hunting shirt of buckskin, beaded gauntlets and leggings. The woman's attire is made of white doeskin most elaborately beaded and is soft as velvet.

The present owner of the historical articles described above purchased them, while employed at Haskell Indian Institute, from the

grandson of the old warrior who wore them into battle. Although it was the old Indian custom to bury a warrior's belongings with him at death, the old chieftain expressed the desire that newer, flashier garments accompany him to the "Happy Hunting Ground." Due to financial difficulties the grandson was forced to sell the cherished family relics with the understanding that, within a year, he could redeem them. However, he never returned to school and no word was heard from him, so now they are the possessions of an amateur collector of antiques.

# Vets and Clubs

## RETIRED MEN'S ASSOCIATION

P. C. McNAUGHTON, *Secretary*

Our last monthly meeting was held March 14, at 2 o'clock p.m., President C. M. McRoberts, presiding. We were entertained with pictures loaned to us by the Canadian Pacific Railway, and Mr. Jones of the electrical department, who again brought his own projector and screen and showed us the pictures. We are greatly indebted to Mr. Jones who has so many times come to our rescue when we have been unable to have someone show us the movies that have been loaned us by various travel routes.

These were pictures showing Quebec byways, inland routes of the Canadian Pacific, Niagara Falls and vicinity, and the Island of Vancouver, the "Evergreen Playground." These are wonderful pictures of beautiful country, and were greatly enjoyed, especially by the secretary, as he is a native of Canada, and it all brought to memory scenes of the long ago, which were so dear to him in his boyhood days. We were shown pictures of the City of Quebec, with its quaint customs, not differing in the old town very much from the days of its French possession; the farming in its vicinity, plowing with oxen with the old-fashioned French yoke; the River St. Lawrence, a trip on Lake Superior from Ontario, to Fort Williams near Winnipeg, Manitoba, Niagara Falls and the river, taken from the air and giving the whole panorama of that country; and beautiful Vancouver. It was a very entertaining and instructive meeting and we are grateful to the Canadian Pacific for its courtesy in loaning us the pictures. Our next meeting will be held Thursday, May 8.

## AMERICAN LEGION

By LEO L. LEASMAN

April 14 our post sponsored another show, "Try It With Alice," at the Facility at San Fernando and the comrades certainly enjoyed it very much. I would like at this time to give a list of those who took part in the play because they have given our post grand support in putting these shows on at the different hospitals to cheer the comrades. The list of the players is as follows:

Fred Gary McMullen, Miss Frances Louise Schaeffer, Miss Charlotte Hopkins, Ralph Weldon Hopkins, Ronald Vernon Marriott, Miss Helen Ada McBride, Miss Jennie May Phelps, Raymond Dale Wilkins, Miss Ann Olsen Kelly, Lyle Ardery Phelps, Angelo Anthony Cano, and Miss Agnes Frances Cence.

May I say at this time that this splendid cast will put on this fine show in Patriotic Hall on Saturday night, May 25, in the Auditorium, and the price of admission will only be 25c. You will see a dollar show for your 25c so make plans now to be with us on this night and have a wonderful evening with many laughs and plenty of enjoyment. For tickets see any one of the members of the post and we will supply you.

The membership of the post at present is 80, 10 over quota; the auxiliary has 48, 16 over quota; the Sons of the American Legion 29, very nearly 300 per cent over quota, and our Junior Auxiliary, 17, having been just instituted.

Calling the attention of everyone who reads this column, May 24 and 25 will be the dates for the sale of the American Legion poppies, so keep in mind that members of our Unit will be stationed at every Division and at the main office to sell

them, so please buy a poppy from one of our girls.

On May 7 the post is going to conduct a very brief meeting and then we are going over to the Hollywood post where we will be the guests for that evening.

We are again looking forward to another convention of the State which will be held in San Diego this year.

We are also looking forward to Memorial Day, the day that is set aside to remember our comrades who have gone on. We who were in the service always look for this day as it brings to mind our comrades who have given their all and are sleeping where the poppies grow. May they rest in peace.

## AMERICAN LEGION AUXILIARY

By MAE CARSON

April has been a very busy month for our Auxiliary. We made two trips to the San Fernando Facility, taking books, magazines, candy and cigarettes and a lovely all wool comfort. We also go three times a week to Sawtelle to visit the boys down there.

The month of May is likewise a busy month as this is the time of year we sell poppies. The dates this year are May 24 and 25. All the money derived from the sale is used for Rehabilitation, Child Welfare and Education. The need is getting greater each year as many veterans are passing on and leaving families, many with small children all of which we must help to support and educate.

Then there is Memorial day, also Mother's day and the trip to Catalina to which we are all looking forward to with great interest.

The losing side of the member-

ship contest of which Mrs. Marie Manning is captain, will entertain the winners some time during the month of May; date to be set later.

Our next sewing will be at the home of Mrs. McCafferty.

We are happy to report that one of our girls, Virginia Hogan, sang on the program for two days at the Philharmonic Auditorium during music week.

## WOMEN'S CLUB

By MRS. C. A. EVANS

On March 21, Anne Adams of Eastern - Columbia's Homemaking Advisory Bureau, was guest speaker at the regular semi-monthly club meeting. Using, "Color in the Home" as her subject, Miss Adams discussed color harmonies and effects; demonstrating suitable colors to use in rooms with various exposures.

Introduced by Mrs. R. L. Wilson, students from "The Colley School of Music," presented an entertaining program.

Mrs. W. J. Harris and Mrs. A. R. Hemm served refreshments.

Members and their guests celebrated the club's third anniversary on the evening of March 29.

With Mr. J. T. Watts acting as master of ceremonies an enjoyable musical program was presented by the South Park Shop.

Under the direction of Mr. Ted Ormston, the band played "The Man with the Mandolin" and "Moonlight and Roses."

The chorus, directed by Mr. Larry Stanley sang "My Wild Irish Rose" and "The Bells of St. Mary's."

Mr. Billy Pinder with his steel guitar accompanied by Mr. Ray McMurray sang, "The Song of the Islands," and "The One Rose That's Left In My Heart."

Mr. Bill Foster sang, "If I Had My Way."

Known as Gus and Bill, Mr. Prenger and Mr. Atkinson gave a comedy skit.

Harley, Larry and Ray, in a trio

arrangement sang, "Nobody's Sweetheart Now," and "Blue Hawaii."

The remainder of the evening was spent playing games, directed by Mrs. Loren Coe and Mrs. L. B. Meek.

Refreshments were served by Mrs. E. V. Athenous, Mrs. H. H. Jackson, Mrs. M. S. Thomas, Mrs. B. E. Timbs and Mrs. C. H. Lewis, from a beautifully floral-decorated table with an enormous birthday cake as centerpiece.

At the club meeting on April 4, Mr. Walter Reps, author of "Exploring Our Names," was guest speaker.

Those present were interested and amused to hear Mr. Reps' interpretation of names.

Mrs. W. C. Skinnell, Mrs. H. C. Lang, Mrs. M. M. Overturf and Mrs. A. H. Heineman served refreshments.

On April 11, a luncheon and card party was enjoyed in the club rooms.

The luncheon was prepared by Mrs. J. F. Carlin, Mrs. S. T. Brown, and Mrs. C. S. Wise and served by Mrs. H. A. Dewey, Mrs. H. C. Lang and Mrs. E. V. Athenous.

Mrs. C. H. Lewis was receptionist.



"The census enumerator was here. I NEVER SAW A PERSON WHO COULD ASK SO MANY QUESTIONS! Do you know that poor man has seven children—he only gets eight cents for each name—he was on relief till he got the census job—his great grandmother had asthma—his father died of heartburn—he's a Republican—his wife is from Scotland—one of the children had the hiccups so they called him 'Hup'—the baby, etc., etc.!"

Prizes for high score were presented to: Mrs. A. Duncan in Bunco, Mrs. E. V. Athenous in Five Hundred and Mrs. E. C. Heintz in Bridge.

At the meeting of the club on April 18, following a brief business session; members of the drama department presented an entertaining old fashioned novelty play under the talented direction of Mrs. J. F. McCormick, whose dramatic ability and performances are outstanding.

Old style costumes including pantalettes added to the hilarity of the play.

Characters were: Mrs. J. T. Watts, Mrs. R. L. Wilson, Mrs. E. J. Miller, Mrs. L. F. Robinson, Mrs. W. G. Clardy, Mrs. J. W. Inman, Mrs. G. K. Stanford, Mrs. Carl Larsen, Mrs. C. A. Evans, Mrs. L. M. Coe, Mrs. J. F. Carlin and Mrs. E. V. Athenous.

Mrs. J. W. Inman and Mrs. H. A. Dewey gave recitations during the play.

The singing school members, Mrs. H. C. Lang, Mrs. A. R. Hemm, Mrs. H. A. Dewey, Mrs. R. L. Wilson, and Mrs. C. L. Gerrard sang two songs with Mrs. Lang and Mrs. Wilson taking solo parts. Mrs. O. J. McDermith was pianist for the songs and the Virginia Reel that followed.

Mrs. A. C. Stover and Mrs. O. J. McDermith served delicious refreshments.

## JINNISTAN GROTTO NEWS

A large and appreciative audience witnessed the presentation of the hilarious comedy farce, "Are You a Mason," presented by Jinnistan Grotto Patrol at the Pacific Electric Theater, Saturday evening, April 6.

In consideration of the play's tremendous appeal and requests for a repeat performance, Billy Vejar, producer, has arranged again to stage the play in the same theater on Saturday evening, June 8, for the South Park 563 Club.

## SQUARE AND COMPASS

By WALTER E. WHITESIDE

The regular monthly meeting of the Club was held on April 13 at Van's Restaurant. Brother H. H. Peterson presiding. Information relating to this meeting had to be passed on to ye scribe as he was one of those fortunate ones to attend the 15-inning ball game between Hollywood and L. A. on that particular Saturday and was unable to attend the meeting due to the lateness of the hour.

According to rumors, the steak dinner was extra good, the business meeting well conducted and the entertainment . . . as you like it.

We learned from an outside source that the only uprising during the evening was when Bill Morgan (8th floor) started to throw a napkin but was immediately reprimanded by the well-bred socialite—Leo Bean.

Brothers, your entertainment committee under the guidance of Jimmy Inman have been working diligently to arrange these social events for us, so in the future let's show them that their efforts are appreciated by attending these meetings.

Remember — we always have a good time on the second Saturday of the month. We'll be looking for you at Van's on the 11th of May. Bring a new member.

## VETS' CLUB AUXILIARY

By ELLA M. HOYLE

The regular meeting of the Auxiliary was held April 9, with the largest attendance of the year so far.

Our membership drive is proving very successful, and three new members were initiated and welcomed. Let's keep up the good work, ladies.

The card party held Saturday, April 13 was a financial success, and many other affairs have been planned to be held in the near future.

Thanks to the members who are doing wonderful work in our sewing group. Many beautiful things are already complete for our Bazaar to be held later in the year.

Next meeting Sunday, May 14.

## TRAVEL SERVICE OFFERED

YOUR SUMMER VACATION will be here any minute.

Do you know there is a Travel Bureau right in your own building fully equipped to arrange every detail for you?

Honolulu • Alaska • Mexico  
New York (Canal, Bus or Air)  
New Orleans • Havana • Panama  
Fairs (San Francisco and New York)  
Seattle

Vancouver and 4 & 5 Day Boat Trips  
Catalina • Mountain Resorts

National Parks:

Zion • Bryce

Glacier • Mt. Rainier

Yosemite • Sequoia • Etc.

You tell us what you want and we'll do the rest.

D. W. FERGUSON TRAVEL SERVICE

Main Building

Room 207

PR. 9042

## ODE TO AN OPTIMIST

By W. Y. STEARNS, *Virgil*

Blessed is he who has a sense of humor, for his days shall be filled with gladness, and the woes that visit others shall not linger with him. The traffic snarls shall cause no gnashing of teeth, and the ire of his fellow-man shall but cause him to give thanks for his own immunity to anger.

The troubles that beset him will but stimulate him to greater gayety, and his labor shall be lessened ten-fold thereby. Yea, even the troubles of his brethren shall be dissolved, for he shall ferret out some meager shred of wit—some comic aspect—to turn the tide of their unhappy thoughts.

His unquenchable mirth shall disperse his miseries, as the sun dispells the mist, and his contagious hilarity shall turn every grievance into an unforgettable comedy, to be retold amidst peals of laughter to those who, under like conditions, would have given way to uncontrolled wrath.

For he shall have fun, where there is no fun, and his heart shall forever be light. And neither time nor circumstance shall dim the ardor of his word, and his years shall be filled with the endless joys that only a care-free soul can encompass.



# Around the Divisions



## Division One

R. C. RUGGLES

April brought a number of changes to our Division, the most important one being a change of Superintendents. Mr. Healy was transferred to the uptown office and was replaced by Mr. L. F. O'Hare, who has had an interesting life in the Street Railway business recounted elsewhere in this issue.

Spring Sports are one of the main topics of conversation these days, our Division having formed a Baseball and Bowling team. Let's give the boys a lot of encouragement by attending these games.

It would be best if Mr. Rosenstein would heed the signs he placed on street cars recently. While performing this work, his own car was tagged—better ride the street car next time, Rosie.

Motorman G. C. Hansen had his first miss out in 30 years of service, which is a record hard to beat.

A safety meeting was held on April 16th, Mr. Morgan and Mr. O'Hare were the speakers. From the comments heard after the meeting, everyone seemed pleased with the talk and willing to give our new Superintendent the co-operation he needs to raise the Safty Standard.

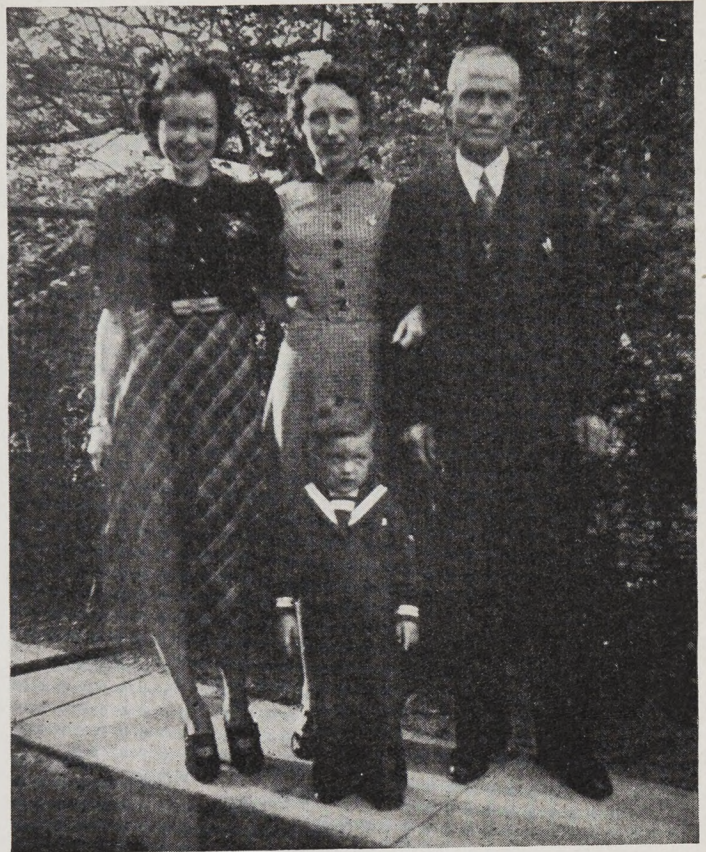
Conductor C. J. Wallen had a bad auto accident this past month, both he and Mrs. Wallen were hurt and their car was wrecked.

Mrs. G. B. Capps, wife of Conductor Capps underwent a serious operation. We wish her a speedy recovery.

We have the following men on the sick list: V. E. Scott, R. J. Darnelle, R. J. Orphan, L. E. Adkins, T. A. Brown and J. H. McClintock

Four Generations—

Right:  
J. D. Payne,  
(former employe  
and  
father-in-law  
of  
J. W. McCurry,  
Division 1),  
Mrs. J. W.  
McCurry,  
daughter;  
Mrs. Christine  
Morgan,  
granddaughter;  
Jimmy Don,  
great  
grandson.



at home and G. Gregg, A. L. Stockman and C. L. Gaul confined to the Hospital.

The following men have returned from the sick list, P. K. Murray, W. R. Elliott, F. J. McCarthy, A. H. Middleton, L. Rasmussen, F. C. Shafer, L. H. Shallcross, J. W. McKeown and G. L. Stoddard.

Our deepest sympathy is extended to the family of Motorman George Schleuter who passed away on April 10th.

Conductor J. W. McCurry is enjoying a visit with his father-in-law, J. D. Payne, who was a former motorman at this Division. Mr. Payne resigned in 1915 to take up farming in Texas.

Our sympathy is extended to Motorman J. W. McCollough on the death of his father.

The following men are on vacation, Cashier C. V. Carrigan, V. L. Eulberg, F. A. Vallee, A. F. Leahy.



## Division Three

L. VOLNER

Division Three is very busy at the present time as the men are choosing their week's vacation for the year 1940. As vacations are chosen according to the seniority list, it takes an entire year to give each man a week off duty. Many men want more time than the regular vacation period. Motorman John Corsen has secured two months' off duty and is going back to Oklahoma and Kansas. Mr. Corsen, a native son, has never been east of the Rockies, and

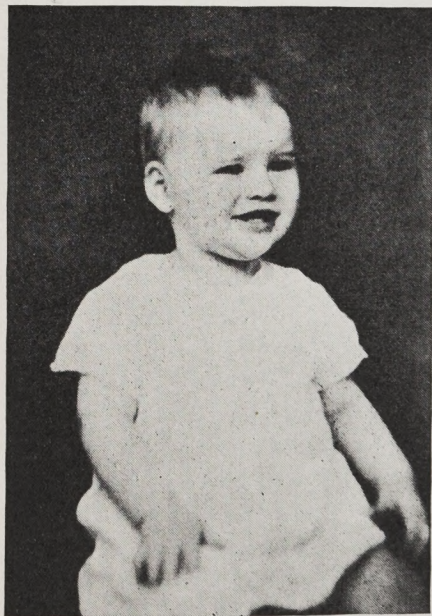
on this visit he is going to get a view of the United States.

Motorman Bob Frazier is going on a three-months' vacation back to his old home state, Tennessee.

Motorman Yarger is going to use his vacation in trying to locate the "pot of gold." Mr. Yarger has a friend near Merced, California who has made good in the mining business and Mr. Yarger is signing up for a claim in this vicinity, and thinks he can make a haul. We all hope he does, and are sure pulling for him.

We're sorry to state that this division lost several men during the past month, and some are serving time for not heeding repeated warnings. It seems that men of the ability and knowledge of those employed at Division Three would know that the company cannot tolerate repeated violations of the rules of operation. It is too bad such things have to happen when it is so easy to do the job right.

Several of the older motormen of the "5" line are very highly praising the instructions given them by Inspector "Dusty" Rhoads. Many of these men have for some time been in the "red" that is, using more



*Le Etta Jo, 1 year old daughter of Motorman (Division 3) and Mrs. L. H. Walton.*

power than the average. Mr. Rhoads has been riding with these motormen and showing them how they could make their time and still save power.

Conductor John Kasbeer has returned to work after some time off duty on account of an operation on his finger.

Motorman W. W. Taylor is to go to the hospital for an operation on his throat in the near future.

On May 12th the Transportation Union of California is having a picnic at Catalina Island. Arrangements have been made with the Pacific Electric Railway and the Avalon Steamship Company so that all employes of the Los Angeles Railway may make the trip for \$1.50. A large crowd is expected, and we know that everybody will have a very enjoyable trip.



## Division Four

**C. J. KNITTLE**

Well, friends, we wouldn't want you to think that our vanity got the better of us, but when we tell you that on April 6th, 7th, 20th, and 21st, Division Four trianmen operated over 58,046 miles without an accident, you will have to admit that's something. We don't mind confessing that a young woman fell while alighting from a standing car for that is not the kind of accident that causes claims, suspensions, and safety rallies. No, sir. We mean that on the above four days there were no "yellow boys" and just one insignificant "white one."

Missouts at Division Four also took a holiday on April 3rd, 5th, 6th, 7th, 14th, and 16th. That's something, too.

April was a very busy month at Division Four. New schedules arrived and the line shake-ups were held for Lines A, J, 3, and P. One run was added on Line A.

It is rumored Stenographer Bob



*Harriett Ann, 22 months old daughter of Motorman (Division 3) and Mrs. H. L. Allen.*

### DIVISION FOUR FROLIC

A delightful evening of entertainment and dancing will be the added attraction of a Safety Rally to be held for Division Four trainmen, their ladies and friends, Saturday evening, May 4th, 8:00 p.m., at the Westgate Masonic Temple, Pico and New Hampshire.

All Company employes and their ladies are invited to participate in this frolic and will be admitted on presentation of their Employes Pass.

Grettenburg attended Billy Vejar's new stage hit, "Are You a Mason?", at the Pacific Electric Theater on April 6th for the very definite purpose of socking Conductor L. F. Winchester with a head of cabbage. But Winchester, billed under his former stage name, was so intriguingly made up, Bob failed to recognize him and spent the intermissions eating the cabbage.

Congratulations will be in order for Conductor J. C. McQuoid on

May 28th. On that day "Mac" will finish his twentieth year of service with the Los Angeles Railway Company.

The vacation chart is now posted at this Division and more than half of the trainmen (choosing according to seniority) have decided which week of the season they wish to rest.



## Division Five

FRED MASON

With the month of April, five line choices and three partial general choices now off the calendar we can now settle down for a while and relax until we have the general choice, after which we will be back to a state of normalcy.

At the present time we have Motorman S. R. Hawks taking off three weeks to visit the folks in Madison, South Dakota.

Motorman L. S. Wilmore will be gone for thirty days, most of which time he will spend around in old stumping grounds around Mountain View, Oklahoma.

Conductor C. C. Albert is Oklahoma bound too, on a three week trip, making his headquarters at Bartlesville.

Never a year goes by without Conductor A. J. Konecny dropping in on the folks at Hallettsville, Texas, and he believes in taking long vacations. He will be gone for two months.

Motorman Bill Kenney is going back to New York City and this time he is not going to drive. He has driven back so many times he is going to see if there is anything to that sign "Next time try the train."

Motorman H. Pendergrass, who shoots a wicked game of golf, is back from a ten day jaunt to Palm Springs, where he knocked the little pill high, wide and handsome. His drives from the tee are so long that it takes him until tea time to find the ball he drove after breakfast.

When asked how things were in Palm Springs he replied "Golf eighty, temperature plenty."

The baseball season got under way on Sunday, April 21st and our boys got off to a good start by nosing out Division One by the score of six to five. From advance reports it is going to be a good season and Manager Jack Carlin is very well pleased with the Division Five gang, and while making no pre-season predictions as to where we are going to finish, does say that the boys will be in there fighting until the last man is out.



Don Ness, 1 year old son of Elmer A. Ness (Automatic Sub-Station Inspector).



## ELECTRICAL



WALTER WHITESIDE

Charles Kirkpatrick spent his vacation period and an additional two weeks taking care of his brother who has been very ill and just returned from the hospital. We are sure this very unselfish action on his part was very much appreciated.

We have a new gentleman farmer in the department now — George Willson. George wants to issue an invitation to the members of the department not to come out for chicken dinner, that is, don't come unless you care to wait while your chicken is being properly grown.

Owen Quigley is always reaching for something that isn't there when he tries to shift his new Chev. In time he should be able to find the location of the shift and be able to distinguish between high and low.

J. G. Knapp is finding out how the judicial department of the City works now that he is a much sought juror.

Ed Wade enjoyed the thrill of thrills during his vacation when he moved into his new home. Congratulations and good luck.



## Vernon Yard

L. F. SPARKS

According to the latest billboard advertisements — In the Spring a young man's fancy turns from the beautiful girl at his side to Packard automobiles. It seems to be effective on our two perennially young men, Harry Deibert and Bill Morgan as they have bloomed this Spring with new Packards.

Charlie Shelton's Springtime fancy turned to a De Soto and Bill Rankin's to a new Plymouth Coupe.

Speaking of vacations reminds us to follow the Company's slogan and make 1940 a safety year. So many needless tragedies occur every year with traffic accidents, falls from mountain trails, rip-tides and last but by no means least severe and dangerous sun burns. The cost of any of these is not worth the moment's neglect or pleasure. Safety always pays big dividends.

Cleave Traywick is back to duty after being off nine weeks with a painful injury to his hand.

On a hot day with a stove going

full blast you can find out from Bill Rankin how to ventilate the room by opening the screen and leaving the window closed. Not very efficacious but seems to satisfy Bill. Maybe it's the Tennessee influence.

Charlie Shelton was promised a captured wild burro if he would come after it. After remodeling his trailer he went to Indio for the burro but while there he broke the trailer hitch. Naturally the spare hitch was at home so next week he went back to Indio for his trailer and incidently the burro. At last accounts they were teaching the burro to lead by the combined efforts of the whole family on the tow rope.

Track reconstruction is going on, on Vermont from Pico to Venice Blvd., Santa Barbara from Vermont to Denker, First St. from Main to Broadway and on West Washington.

**FLASH!!!**

Plagiarizing Jimmy Hatlo's "They'll do it every time" After driving his old bus for many years without so much as a fender dent, Bill Morgan had the misfortune of having his new car struck on his first trip by an old model car with no front bumper. While it is satisfying to know the other fellow is to blame that doesn't help repair damaged fenders.



**F. F. ROBEY**

**Division One**

John Glynn returned to work after being off sick for five weeks. We are very glad to have you back with us and hope you won't have to undergo this experience again.

Floyd Bond, night assistant foreman, has been off for some weeks due to an attack of arthritis. We are hoping for his speedy recovery.

Tommy Hartley is back to work after being off for a week with a painfully injured right hand.

Wm. J. Krol is the new man at



*Mr. and Mrs. T. H. Shelford on their recent wedding day. Mr. Shelford is the son of H. C. Shelford (Vernon Yard).*

Division 1—glad to have you with us.

**Division Two**

Very little action on this news front, due to the continued absence of the genial scribe, Doc Robey. It is rumored that if we would be permitted to print a verbatim report of the discussions he and Dr. Macfarlane have when they are debating the question as to when Doc Robey will be released for duty, then we would indeed, have a colorful news item.

**Division Three**

Fred Parker has returned after a long siege of sickness. Glad to see you up and around Fred, and hope you stay on top.

A. O. Roman and M. Krakar have had their 1940 vacations.

L. Ferguson has moved to Arcadia. He is a real suburbanite now, with a new home and everything. The address is 310 Floral Avenue, Arcadia.

Harry Wescombe, more generally known as "Tiny," the colorful and spritely leader of a very ambitious Boy Scout Troop, states he sure has a swell time when his troop goes camping. He says it makes him feel

like they are really doing something useful in helping the boys.

H. R. McAllister has bought a new home. I understand he is as proud of it as a boy with a new red wagon, and it really is a justifiable pride.

Tommy Hubbard's wife had the misfortune of breaking her leg and it is reported that she is getting along very nicely.

Boyd Walters spent a week visiting as far east as New Mexico. Understand he was quite safe in the haunts of the ancient Apaches as his "scalp lock" is not conspicuously prominent.

**Division Four**

J. J. Inman and his bride recently spent an enjoyable week end at Catalina Island.

O. D. McKimmey had to return to work to rest up from his vacation. He spent the week working on his home.

F. J. Rappe came back to work looking like a young man after taking health baths for a week at some resort near Bakersfield.

Paul Booth had to return to the hospital for another operation and is reported to be getting along fine.

George Smith has one for Ripley. He claims to have painted his whole house in two hours—flat . . . Some Speed!!! (Perhaps the explanation rests in the fact that it might be the dog house where George spends much of his time.)

O. E. Schneider has been transferred from Div. 5 to get some first hand information on the P. C. C. cars.

M. J. Donavon is the new car cleaner at Div. 4. Welcome to our gang.

**Division Five**

John Sottile has been doing a little horse trading. Understand he palmed off his Studebaker on someone for a 1939 Hudson.

Fred Shaw spent a few days near Palm Springs getting close to Mother Nature while camping out.

Bill Elmsblad is reported to be re-enforcing the foundations of two of

his houses. Must be expecting some lively parties or heavy furniture to be installed.

Otto Schneider has been transferred to Div. 4. We will all miss his smiling face around here, and also the colorful tales of woe pertaining to his Studebaker trouble.

Our clerk C. R. Fulton is building an addition to his garage to keep the trailer in.

Foreman George Macqualter has been quite busy fencing his newly acquired real estate, with the second desirable result of reducing his waistline somewhat.

Assistant Foreman Wheeler Ellis is considering going into the real estate business in a large way by constructing two houses on his lot in Lennox.



**16<sup>th</sup> Street  
Coach**  
**CHARLES H. HARDY**

The Coach baseball team started the season with a 5 to 4 victory over the famed Vernon Yards team. W. N. Widick pitching for the Coach team played a wonderful game. The Coach boys chalked up two runs in the first inning and one in the second. The Vernon Yard boys, well-known for their good sportsmanship, ran up the score to 4 to 3 in their favor. A hit by Coach Operator O. L. Murray tied the score 4 to 4. The game ended in the ninth with a 5 to 4 score in favor of the Coach team. Let us fill the rooting section for the next game.

We offer our deepest sympathy to L. E. Cook whose wife passed away recently and also to J. W. Jobe who lost his father.

R. H. Smith moved into his new home recently. Now that the district has the proper drainage he does not expect to be troubled with submarines in wet weather. Jimmy Cooke, always willing, helped with the moving.

St. Michael's School at 87th and Vermont sent a card of thanks to the

Coach Operators of this Division for the many courtesies extended to the students.

The fact that "TWO BELLS" is widely read was again brought to our attention when a passenger told a coach operator that he would like to meet W. W. Webb, our Coach Division janitor, who has contributed several fine poems to our publication.

We extend a cordial welcome to J. C. England, the new man on Wilshire.

G. B. Dossey is back after 30 days on the sick list.

New and slightly used transportation has been purchased by L. N. Kelly, D. G. Barstow and G. E. Wood, the latter receiving a nice marcel and accordion pleated job on the left fenders soon afterward. The owner of the side-swiping car paid all the repair bills so Wood is a happy man again.

Our two great fishermen and fishing instructors, Glen Graham and Al Brehm officially opened the fishing season at Balboa. The natives were thrilled to see these two experts catch the limit in Coronado style. Anyone wishing fishing lessons should contact either of these two gentlemen.

## GARAGE

Foreman R. W. Anderson has returned from his trip back east where he attended the G.M.C. Institute at Flint, Michigan for diesel instruction. He also visited the G.M.C. factory at Pontiac, the Diesel plant at Detroit, the Spicer factory at Toledo and the Chicago Motor Coach Company. He is glad to be back home and declares that there is no place like Southern California.

Congratulations to E. K. Harris, carpenter, whose position with us was made permanent recently. R. W. McManus of the night shift has left the service.

The additional washing facilities recently installed in the basement



*Jerome Stuart, 2 year old son of Mechanic (16th Street Garage) and Mrs. Ernest Webb.*

locker room have greatly relieved the congested condition existing when a large number of men hurry to wash up and get home after work. Equipment to handle the diesel fuel for the new coaches has also been installed.

The transportation problems of Hugo Hinze are no more. He is now driving the new car, won by his mother in a theatre drawing. The hundred dollars he won in another drawing will take care of the gasoline situation.

At the time of this writing "Pat" Pearce was recovering nicely from his recent operation and was expected back soon.

A fishing party including Bill Wilson, Earle Wetzler and Frank Claudino spent a pleasant day in the kelp beds aboard Joe Crawford's boat recently. The entire catch for the day consisted of a good case of sunburn for Joe, a nibble for Wetzler, and a broken rudder for the boat.



# Shops

F. ARLEIGH FRAZIER

J. J. Brown moved to El Monte and for cheap transportation bought himself a scooter to commute back and forth to work. It now stands with a for sale sign on it for it seems that said scooter didn't give the dogs a run for their money and they forthwith kept up nip and tuck with the scooter.

Bill Leisure and W. H. Corwin think about and talk about just one thing—the trout season. If you want the latest dope on the best trout locations, best fishing tackle, etc., you'll find reliable information from either of these two anglers.

Congratulations to W. P. Hazen, engineer and Mrs. Hazen, who celebrated their Golden Wedding Anniversary on March 25th. May the years ahead hold many happy days for them to share together.

April showers cause dismay to most folks but to Bill Smith it means a peaceful evening in his favorite chair, for he doesn't have to walk Fido on wet evenings. He even wishes there were May showers too.

Bob Frampton of the Carpenter Shop faced the situation of going without his sirloin steak or coming back to the Shop after his false teeth. The nightwatchman reports his re-appearance seeking his plates which were decorating the wash basin.

We hope to hear soon that H. E. Gasink has returned to work as he has been off sick for quite a spell.

E. M. Porter is taking a sixty-day leave in order to complete his law course at S. U. He then expects to take the Bar Examination.

We are sorry to hear of the death of Rev. Samuel R. Maitland, brother of W. A. Maitland, who for thirty-four years was pastor of Greenwood M. E. Church in New Castle, Penn.



"I won't turn him in, but if he only knew I am a mind reader!"

# Virgil & Santa Monica Coach



L. S. HENDRICKS

Operators at Virgil are now forming a Model Scale R. R. Club. Anyone interested can obtain details from the bulletin board.

Operator G. W. Graves has returned to duty after spending his vacation visiting his folks at their home in Kentucky. Graves also returns with a new Oldsmobile coupe.

Anyone desiring information on "How to Fish" should see Mr. G. R. Troutwine. Seems as though Mr. Troutwine showed up Virgil's crack fisherman Supervisor Merle Tudor. Now about Mr. D. C. Canning — there are no comments—just how he came out is unknown. Fishing took place off the coast of lower California.

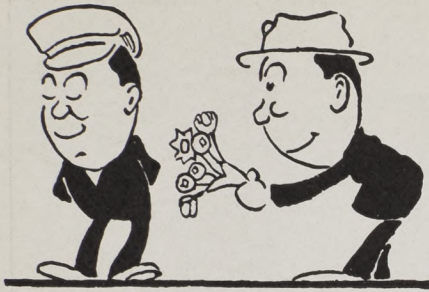
Operator Sears had the misfortune to break a finger which puts him a close second to Operator C. H. Martin for broken bones.

Operator Phil Henley will soon complete his new home in Burbank. Hard work Phil!

Operator Bill Lane is still confined at St. Vincents and says it's mighty lonesome without visitors. How about some of you fellows cheering him up?

Operator Wayne Gilland would like a little competition on the golf course this summer and will take on all comers, bar none. No word from Paul Patterson, but expect he would not be hard to find if there was a good game in view.

Bowling is now getting underway with Operators at Virgil getting into fine shape for coming league battles with L. A. Railway. There are twelve teams entered. Six playing every Thursday evening at 8:30 p.m. at Hollywood Recreation, 1539 North Vine street, and six at 8th and Alvarado at 8:30 p.m. We can make no promise as to the outcome as yet but if all other teams practice as well as the Virgil men it surely will be something to watch. Everyone is invited to come out and watch.



# RIDERS' REMARKS



## TRAINMEN

## VERY WELL SATISFIED . . .

"I wish to take this opportunity to commend your driver No. 821 who drives a Sunset bus (*M. A. Martel*).

"Every evening about 4:55 I get the Sunset bus at 8th and Hill and for the last few months—since this driver has been on that bus—I have noticed the courtesy and thoughtfulness which he extends to everyone. It is indeed a pleasure to make the trip—I go as far as Orange Grove—with a driver at the wheel who is so efficient and courteous.

"I am looking forward to riding in the new buses which I understand will not be long in arriving."

(MISS) EDYTHE E. WHITLEY,  
7850 Sunset Blvd.,  
Hollywood, Calif.

## GRATITUDE EXPRESSED . . .

"I had an occasion to use one of your Beverly Hills cars last night, and I would like to express to you the courteous service your driver No. 729 (*E. J. Sayre*) gives the people.

"He is an excellent careful driver and I had to smile at him as he greeted the different passengers as they boarded the bus.

"This young man deserves this commendation."

MISS M. M. SMILEY,  
Hotel Mayfair,  
Seventh and Witmer St.,  
Los Angeles.

## NOT TO GO UNNOTICED . . .

"I wish to commend on the courtesy of a conductor on the Pico car Saturday noon, the car was crowded, the willingness of conductor No. 2769 (*W. M. Holt*, Div. 4) to answer the necessary questions of the passengers was very noticeable and his attention to two elderly people one blind (almost) and the other crippled was very creditable and I think he should be commended for it.

"It was an unusual sight and I couldn't help but notice, appreciate it."

MRS. B. SHIPMAN,  
1502 S. Stanley Ave.,  
Los Angeles.

## DIPLOMATICALLY INCLINED . . .

"When boarding partly crowded cars I am often annoyed by the obstinacy of the passengers in refusing to move forward when requested. When the '5' car I was riding stopped at Vermont this morning there was only one person standing in front section. The motorman stepped to the door and courteously said, 'Will you step up in front, please, the back end is jam-full.' Exactly nine persons came out into the front section. This shows the willingness of most people to respond to reasonable and well-phrased requests and motorman No. 1035 (*R. W. Barnett*, Div 3) deserves commendation for his pleasing manner and speech. He must have read Dale Carnegie."

W. E. HULLINGER,  
Musical Director,  
601 Allied Arts Building,  
808 S. Broadway,  
Los Angeles.

## THOUGHTFULNESS NOTED . . .

Noted by a company official and reported to TWO BELLS was the following fine piece of service rendered by Conductor D. C. Kennedy, Division 3:

Two elderly women, both in a very feeble condition, were leaving his car at Eagle Rock Boulevard and Norwalk Avenue, and Kennedy, noticing that they were handicapped, assisted both of them to the loading platform and then led them through traffic to a place of safety on the sidewalk.

Our congratulations to Conductor Kennedy for his thoughtfulness to two of his passengers who were obviously in need of the extra attention he accorded them.

**From Our Mail Sack Also  
Come Letters of Commenda-  
tion to . . .**

L. A. Bagley, Div. 4  
C. L. Bond, Div. 1  
C. J. Breslin, Div. 4  
\*X. Bryan, Div. 5  
A. D. Bryce, Div. 4  
M. B. Buechert, Div. 4  
R. R. Burton, Div. 1  
R. Chase, Div. 4  
T. L. Clark, Div. 4  
W. T. Collins, Div. 4  
G. S. Cooney, Div. 4  
F. P. Danna, Div. 1  
F. J. Donnelly, Div. 5  
W. A. Driggs, Div. 4  
L. H. Elliott, Div. 4  
E. L. Finley, Div. 4  
M. W. Galbraith, Div. 1  
G. C. Hanson, Div. 1  
H. H. Hessler, Div. 3  
J. O. Hinman, Div. 4  
\*\*W. B. Hutchinson, Div. 3  
F. Jones, Div. 1  
H. E. Kammer, Div. 4  
W. O. Kamrath, Div. 3  
W. R. Landreth, Div. 5  
H. E. Lawrence, Div. 4  
W. H. Murray, Div. 4  
D. J. McBride, Div. 4  
H. E. Rardin, Div. 3  
J. W. Reynolds, Div. 3  
\*E. E. Sanders, Div. 1  
A. W. Saupe, Div. 3  
\*J. F. Taylor, Div. 4  
G. H. Tennis, Div. 1  
\*W. J. Walsh, Div. 5

## OPERATORS

I. F. Aikens  
C. G. Austin, Beverly  
G. E. Blakeslee, Figueroa  
A. Casanova, Sunset  
C. D. Harlan, Soto  
F. E. Holden, Sunset  
A. E. Hughes, Wilshire  
W. R. Humber, Sunset  
O. L. Murray, Beverly  
I. C. McEwen, Crenshaw-Vine-La Brea  
W. J. Newell, Sunset  
F. A. Palfreyman, Beverly  
E. E. Phillips, Alvarado  
J. Roling, Jr., Sunset

Note: Each asterisk represents one additional commendation.