

TWO BELLS



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September 1940

NO. 8



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

Staff Photographer HOWARD L. JONES

L. A. REEVES, Director
 Bureau of Public Service.

FRANK C. LYDIARD, Editor

MRS. PAUL BROWN,
 Women's Page.

Address all
 communications to
 editorial offices

1060 S. Broadway
 Los Angeles, Calif.

Phone: PR. 7211
 Stations 295 and 296

Staff Artist GUY GIFFORD

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VOLUME 21

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NUMBER 8

What Does Citizenship Mean to You?

EVENTS which have transpired in Europe within the last year have aroused within the hearts of each of us a feeling of deep thankfulness that we live in the United States of America and that we are a free people.

This feeling is true patriotism—not the flag waving, rabble rousing, unthinking kind but the real, dyed-in-the-wool spirit which has kept America what it is, and will continue to do so.

It is our duty, now that a crisis threatens the world and all of the institutions which America believes sacred, to consider the task of ourselves as citizens. America is free because we and others like us have made it free and kept it free.

What is citizenship? These days we hear much of preparedness, the necessity of spending billions for defense, the military training of millions of Americans, the building of a super air fleet and other large undertakings designed to make our nation one of the world's most powerful. All of us as good citizens are, of course, interested in these things and are supporting them in such wise as we are able.

Citizenship, as such, however, is composed of the smaller activities in which all of us as individuals engage in our daily life. The government of the United States of America is only as strong, only as wise, only as forward-looking as you and I.

Our government may be likened to the management of a large business. As long as each of us in our separate capacities see in the small or large duties which occupy us each day their actual im-

portance and handle these duties conscientiously with full knowledge of their value to the company—so long will the company operate on a sound and efficient basis.

By the same token the U. S. government will be a success only as long as each of us citizens who are a part of it recognize the vital importance of exercising those constitutional rights placed in our hands through the struggles made by far-sighted ancestors.

We must cooperate, each with the other, employer and employe, soldier and civilian, official and layman to the end that our rights shall be preserved. We must **vote**, for in the ballot booth lies the true root of democracy and the assurance that democracy will endure.

It is our duty and privilege to vote, to keep ourselves informed on the policies and activities of our legislators and in no uncertain terms to let our governmental representatives know, either favorably or adversely, how we regard the manner in which they are discharging their obligations.

We are a free people in the fullest sense of the word and we enjoy through our system of government benefits available to the people of no other nation.

Let us not take these blessings for granted—even the smallest of them. Let us jealously guard our citizenship rights. Let our proudest boast be that we are **good** citizens and as such are taking our full and rightful share in guiding the destinies of our country.

Here and There in China

RAILWAYMAN TELLS OF EXPERIENCES WITH ORIENTAL TRANSPORTATION

By CHARLES H. HARDY
16th Street Garage

WE in America usually think of transportation as being either automotive, steam or electric. In other parts of the world much of the transportation depends on man and beast. This is particularly true of the Orient. As a seaman on American freighters from the latter part of 1926 to early 1929, prior to being employed by the Los Angeles Railway, I had the opportunity to observe modes of travel in the Orient and other parts of the world. I shall endeavor to give some of my personal observations and experiences in this article.

While the larger towns in the Orient have modern transportation, the most picturesque conveyance is, of course, the ricksha pulled by the wiry coolie. Although strong and sinewy these ricksha coolies rarely last more than seven years. Cooling off rapidly while drenched with sweat from their exertions they readily catch pneumonia or tuberculosis. In most towns rickshas are rented out to coolies by large companies. Some of the larger towns have 25,000 or more of these man-powered vehicles and it can be understood why in several places there was much rioting when modern street cars were introduced. The fare rates start around 15 cents an hour in China and are somewhat higher in Japan. The rates are often inflated when inexperienced tourists are out to "look-see". Whenever a tourist or a sea-faring man is carried the coolie will invariably plead for "cumshaw" as a tip is called in the Orient.

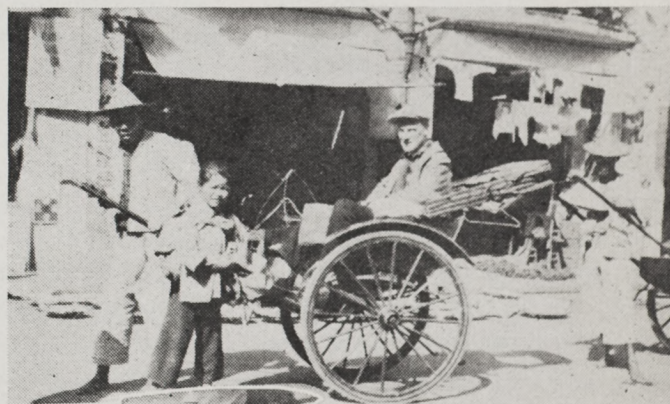
A ricksha coolie will rarely admit to a stranger that he does not "savvy" the destination but will usually nod his head knowingly and start off in a general direction until he meets another coolie. They go into a huddle and then the other finds out from the passenger where he wishes to go and after another huddle the ricksha is usually headed toward the desired destination with the declaration "I go ploppa (proper) place." The passenger annoyed by the delay shouts "chop-chop" which, as pidgin

English, means "step on the gas." Making an emergency stop at a railroad crossing in a ricksha is an experience long to be remembered. As a train thundered toward a Yokahama railroad crossing and the coolie strained at the shaft to stop his fast rolling vehicle, as his passenger I had but one thought, whether or not those two padded coolie feet had adequate braking surface. A visitor in the Orient who wishes to stroll leisurely on foot will usually find himself followed by three or four ricksha coolies who cannot seem to "savvy" a foreigner on foot. In the northern part of China where hunger is often a sinister shadow, small children with out-

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*Sampling
different
means
of
Oriental
Transportation
is
Charles
Hardy
of
our
16th Street
Garage.*

●



stretched hands will trot along the side of a ricksha for miles, crying "chow-chow". Being moved by their pitiful pleas I once proceeded to toss out a few small coins. Like a flash more children, their parents and even old grandmothers tottering on bound feet emerged from houses and almost mobbed the ricksha. The nightmare of the Nagasaki ricksha coolie is the hauling of fat persons to the Suwa Temple and tea garden located at the top of a hill.

In some parts of the Far East, particularly Hong Kong, there is, in addition to very modern transportation and rickshas, another conveyance known as the sedan chair. This boxed seat is carried on poles on the shoulders of two or more coolies and often used in Chinese wedding processions. The sedan chairs can also be seen on the trails leading up to Hong Kong Peak which towers about 1400 feet above sea level. Lack of speed is not the only disadvantage of riding sedan chairs, there is also the joker of having to pay more than one coolie. A cable car similar to our own "Angel's Flight" is the most popular, speedy, and inexpensive ride to the Peak.

Several hundred miles across the China Sea to the Philippine Islands and Manila we find modern trolley cars and automobiles, but the pic-

turesque vehicle of the Islands is the Carromata. A pleasant inexpensive ride is assured in this neat two-wheeled cab pulled by a small horse and driven by a typical Filipino.

Transportation in the Orient has shown considerable progress in the past few years. Automotive equip-

ment lags somewhat and is not replacing cheap coolie labor very fast. This is largely due to the overseas price of gasoline which is normally about 40 cents a gallon in "gold money" as the American money standard is termed and 40 cents "gold" is "big" money over there.

Chest Volunteers Sought . . .

Enemies within! Yet uncolum-nized—

"Enemies within: Dependency, Discouragement, Disease, Delinquency—these breeders of social unrest, have inspired adoption of the theme 'We must take care of our own' for the forthcoming seventeenth annual appeal of the Community Chest," declares Paul K. Yost, campaign chairman for the fund-raising project on behalf of 88 agencies. Continuing he said, "We can take care of our own without prejudice to the recognized needs of people in war-distracted countries. There is an impelling necessity in these troublous times of all of us uniting at Community Chest time in defense of our home front."

Before giving the final two-bell "go" signal on the campaign this year, Chest leaders have rung a temporary one-bell stop until approximately 2,400 major groups and organizations have voted on a pro-

posed "clear field" period on behalf of the Chest volunteer workers. This number of churches, clubs and civic groups have been asked by the Citizens' Sponsoring Committee of the Chest to refrain from any public fund-raising activities between October 15 and November 30, announces Mr. Yost.

Response has been very favorable, some organizations by resolution endorsing the conflict-free period. It is pointed out by both Porter Bruck, chairman of the Chest establishments department, and Mrs. Lucien Gray, general chairman of team mobilization residential districts, that such a program would not only secure more cooperation from the general public, but more men and women volunteer workers would be available. As a consequence citizens are asked to contact Chest headquarters at once, PRospect 7351, and enroll as workers and leaders in the campaign.

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

	1940	1939	1940 Increase + Decrease— Over 1939
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,036,976	\$ 995,639	+ 41,337
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)	913,307	904,975	+ 8,332
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	79,849	79,652	+ 197
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,939	70,300	— 2,361
Total Expenses	1,061,095	1,054,927	+ 6,168
Leaves Net Profit or Loss	—24,119	—59,288	+ 35,169

Clubs and Vets

WOMEN'S CLUB

By MRS. H. A. DEWEY

The Art Metal Class held in the club rooms at 962 W. 12th Place will continue this fall. Now that the weather will be more pleasant you will find many useful and inexpensive gifts may be made for Christmas.

The new officers will be eager to greet all visitors and prospective members at the first fall meeting September 5. All daughters, wives, and sweethearts of employes are eligible. There are many activities and something of interest for everyone. There are no dues.

All those wishing to attend the beach party get your wood, forks, buns, weiners and mustard together for it is the last Saturday night in August. Meet north of the Lighthouse Cafe at Santa Monica on the Roosevelt Highway. If you play an instrument or sing, please come, for there is to be a Camp Fire Contest that you will enjoy. Continuing from 7 o'clock.

SQUARE AND COMPASS

By WALTER WHITESIDE

After a two months vacation the Club will re-convene on Saturday, September 14th, to start the downward swing of President Peterson's term. He has worked hard this year and deserves the support of the members for the remainder of the year.

Plans for the picnic to be held on the 22nd are rounding into shape and from all appearances should be a grand fiesta. Watch for your bulletin announcing complete arrangements for these events and plan to attend. Bring another Brother with you.

VETERANS CLUB

By MYRON TAYLOR

The August 13 meeting of the Los Angeles Railway Veterans Club was very well attended albeit some of our Comrades were attending the State Convention of the American Legion at San Diego.

The meeting of the Order of the Sword on August 13 brought four more new Comrades into the Order and they all enjoyed the ride on our goat, "Mr. Whiskers". The new Comrades who entered the Order are R. B. Milroy and D. C. West of Division 1; C. B. (Moon) Mullens and T. H. Chubb of Division 5. These Comrades are first class Rough Riders and they can really take it.

A little incident took place at the Division 1 Rally on August 10 that you Comrades should know about. Commander Dick Hoyle and ye scribe were sitting near the rear of the auditorium and when the audience started singing the L. A. Railway theme song "Smiles," we were amazed, as there was someone directly behind us who was singing in a beautiful soprano voice. Commander Hoyle dared to look around and discovered that this marvelous singing was coming from none other than Comrade Madigan. Just one more step Jimmy, and you will be in the Metropolitan Grand Opey.

Comrade C. L. Brandstittre missed out on a nice little cash award when his name was drawn for the Bank Nite award. That "kitty" sure is growing and will be quite large by September 10, our next meeting nite.

Sights I hope to see before the year is over:

1. Comrades E. A. Moxley and Glen Musselwhite attending a meeting.

2. Paul Rowley of 16th Street

Motor Coaches coming up to ride the goat. I really believe Paul is afraid of our goat. He promised his big brother Jack he would be up at our last session, and then did a fadeout. He has Tuesday off, so that's out as an alibi. The longer you stay away Paul, the tougher that goat is to get along with.

Come down to the next meeting on September 10 at Patriotic Hall, 1816 S. Figueroa Street at 8:30 P.M., and be sure to bring a new member along.

VETS CLUB AUXILIARY

By ELLA M. HOYLE, *Secretary*

The regular meeting of the Auxiliary was held August 13 at Patriotic Hall. Many plans were discussed for our fall and winter calendar. Plans were completed for our Rummage Sale to be held jointly with the men's club. The date of the sale will be Friday and Saturday September 5 and 6. The location has not yet been determined, but special notices will be sent out before these dates. If you have anything you wish to donate, please notify our President Esther Williams, by calling AL. 1750 or drop a card to Myron Taylor, Division 5 and one of the committee will pick it up.

The next business meeting of the Auxiliary will be held Tuesday, September 10 at Patriotic Hall and the social meeting will be held on the fourth Tuesday, September 24 at Recreation Hall at Exposition Park.

We hope to have a record attendance at both of these meetings. Most of the vacationists will have returned.

Don't forget your birthday handkerchiefs. The tickets are now on sale for the Afghan to be raffled off for our bazaar. If you run out see Gladys Taylor for more tickets. Let's sell them by the book.

AUXILIARY NO. 541 AMERICAN LEGION

By BETTIE L. LEASMAN,
Publicity Chairman

The Department Convention at San Diego was a real success in every way. Delegates from the Auxiliary were Bettie Leasman, Mae Carson and Elena Detreck, alternates were Marie Manning, Hester Coverdill and Lona Davis. Other members of our Unit attending were Esther Wickham, Anna Logsdon, Clarica Plank, Betty Manning and Betty Nowak. The convention next year will be held in Sacramento.

At our last meeting of the Unit all Chairmen were appointed for the year. Roma Burgess is the hospital chairman and the auxiliary has adopted Ward 26 for the year where the Unit will visit and take magazines, cigarettes and such other articles as the hospital will permit.

Esther Wickham is membership chairman, so pay your dues and help the Unit make its quota and win that cherished National Citation.

Ways and Means Chairman Elena Detreck has many fine plans for the Unit for the year.

President Marie Manning is very busy getting the year's work planned.

September is music month for the American Legion Auxiliary and so Virginia Hogan is planning a musical program for September 17 in which the post, sons and juniors will take part, and the Unit will serve refreshments.

We are indeed happy to report that Betty Roche has been appointed County Council sergeant-at-arms and Bettie Leasman has been reappointed Child Welfare Chairman of the 17th District.

HANDICRAFT EXHIBIT APPROACHES

Don't forget the exhibit which takes place in October. The date will be announced in the next issue of TWO BELLS. As you know, all kinds of handicraft may be entered—embroidery, quilting, wood carving, crocheting, tatting, pottery mak-

ing, metal work, or anything made by hand.

The perpetual trophy (picture in June issue) is waiting for its owner. The winner will receive also a small trophy which she may keep.

Any woman who wishes to enter the exhibit who is not a member of the Women's Club, has an opportunity to join now!

WEDDING ANNIVERSARY

John S. Peach, employe of the Railway for many years, is still receiving congratulations, with his wife, honoring their twenty-fifth year of marriage.

A delightful party was given at their home recently, in honor of the couple by their daughter, Evelyn Ruth Peach. Twenty-five guests were in attendance, outside of their immediate family, many of whom attended the original wedding.

Miss Peach, a charming and capable hostess, had a most enjoyable evening planned. Some of the program consisted of group singing of old time songs, a duet sung by Mr. and Mrs. Peach, entitled "Silver

Threads Among the Gold," and the re-enacting of old fashioned and modern proposals, climaxing with the proposal and romance history of Mr. and Mrs. Peach, who each wore a beautiful gardenia on their shoulder.

Shortly before the refreshments were served, a beautiful set of dishes trimmed with silver was presented, along with other lovely gifts.

CATALINA EVENT

A special week-end event at Catalina, September 28 and 29, sponsored by Jinnistan Grotto and approved by Los Angeles' 73 Blue Lodges bids fair to win acclaim as one of the outstanding events of the early Fall season.

Street parades, band concerts, fancy drill exhibitions, baseball, and street dances are but a few of the colorful attractions. Added to these are the many fine and rare amusements: tropical birds, seals, submarine gardens, skyline drives, that have made Catalina the mecca of pleasure-lovers throughout the land.

Special rates for travel and ac-

FORCE OF HABIT



commodations have been obtained. The round trip tickets (Wilmington to Avalon and return) are \$2.95. Half fare tickets for children 5 to 12 are \$1.50. Children under 5 ride free. The usual rates for LARY employes will also prevail.

Special rates for reservations at the Atwater Hotel may be made at

time of ticket purchase. The rate for two persons (one room) is \$2.75, and for three persons \$3.75.

For the convenience of those desiring to attend, tickets will be delivered to homes or offices by calling PRespect 8411. The messenger will be pleased to accept your reservation for hotel accommodations.

Many perhaps will not be able to attend both days. This has been carefully considered by the program committee and all guests may rest assured that, whether their visit is for but one or both days, the finely balanced program provides a full measure of delightful entertainment for all.

LIBRARY NOTES . . .

NEW BOOKS

ACCIDENT CHARACTERISTICS OF A STREET CAR LINE, CITY OF INDIANAPOLIS, INDIANA. American Transit Association. Accident Research Project II. 1940. A report dealing with street car accidents but the underlying principles of analysis can be applied equally well to motor coach & trolley bus operation.

BUS LUBRICANTS. American Transit Association. 1940. A recent report on lubrication of motor coach equipment. Does not include the lubrication of diesel engines.

CHAPTERS OF THE CALIFORNIA LEGISLATURE. EXTRAORDINARY SESSION. Statute chapters through June 8, 1940.

COLLISION ACCIDENT DIAGRAMS. A. T. A. 1940. A manual on the use of diagrams in analyzing collision accidents.

FACTUAL SURVEY PRESENTING SUMMARIES OF DATA RELATING TO TRANSPORTATION IN LOS ANGELES, W.P.A. O.P. 665-07-3-11. July 31, 1940. A report outlining the survey operations of the Citizen's Transportation Survey.

GENERAL CONCLUSIONS AND RECOMMENDATIONS CONCERNING MASS TRANSPORTATION IN THE LOS ANGELES AREA. Board of Public Utilities & Transportation. July 1940. Recommendations of the Board of Public Utilities concerning mass transportation in Los Angeles. Conclusions based on analysis of the above Factual Survey.

FIRST ANNUAL REPORT OF THE DEPARTMENT OF SUBWAYS AND DEPARTMENT OF SUPERHIGHWAYS OF CHICAGO. 1939.

FUELS AND FUEL SYSTEMS. A. T. A. 1940. A report on fuel line temperatures and vapor handling capacities of fuel systems.

LIST OF ARTICLES ABOUT TVA LI-

BRARIES. A list of recent articles published about TVA libraries.

MOTOR BUS OPERATING REPORTS FOR 1939. A. T. A. Bulletin No. 591. August 1, 1940. Financial and operating statistics of motor coach companies for the year 1939.

PUBLIC AIDS TO TRANSPORTATION. J. B. Eastman, Chairman I. C. C. A study of transportation costs made by Mr. Eastman in his former role of Federal Co-ordinator of Transportation. 1940.

RAPID TRANSIT REFERENCES. A recent list with brief comments on each item listed.

REPORT ON STREET TRAFFIC SURVEY, 1938-1939. Sacramento City Planning Commission. A traffic survey of Sacramento traffic problems.

RECENT MAGAZINE ARTICLES

MORE RIDERS AT LESS COST THROUGH MODERNIZATION. Transit Journal. July, 1940. p. 221. Industrial mobilization plans point out that transit's greatest problem will be to handle greater volumes of traffic and keep down expense. Modernization is one answer, 17 examples are given.

ARE BUSINESS STREETS FOR PARKING—OR MOTORING? W. L. Braun. American City, August 1940. p. 85. A discussion of the parking problem in Baltimore.

35 MECHANICAL SIGNAL DEVICES OFFICIALLY APPROVED. California Highway Patrolman. August 1940. p. 16. Complete list of 35 mechanical signal devices officially approved by the California State Department of Motor Vehicles.

HOW TO RATE EMPLOYEES. Eugene Caldwell. Iron Age. August 15, 1940. p. 43. Data on rating the value of each employee in his particular work.

WHAT'S NEW IN SMALL TOOLS AND CAGES. Frank J. Oliver. Iron Age, August 15, 1940. p. 55. Description of small accessories for the machine shop, also some of the latest improve-

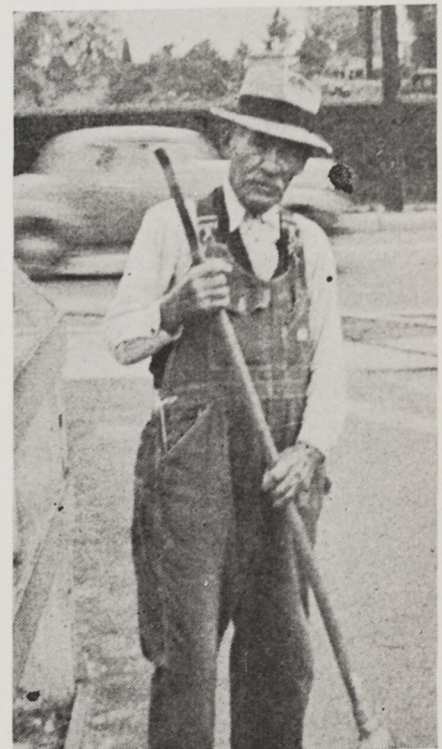
ments in gauging and measuring equipment.

CANADA AT WAR . . . ITS EFFECT ON TRANSIT. Transit Journal. June 1940. p. 192.

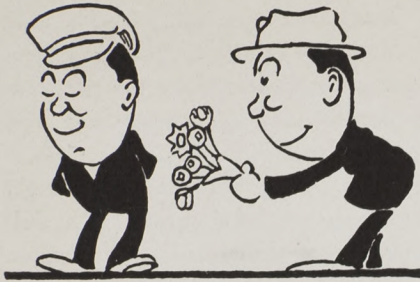
ADS TO SELL TRANSIT ANYWHERE. Transit Journal. June 1940. p. 188. Original ideas of transit men show ways of preparing publicity.

THREE OUT OF FOUR. J. L. Martin. Transit Journal. June 1940. p. 200. A very brief article on construction of street railway track of a distinctly new type.

QUIET PLEASE. Bus Transportation. June 1940. p. 280. Experiences of several bus operators and brake drum manufacturers in search of a non-resonant and therefore a non-squealing brake drum.



Juan Sotello (Way and Structures Dept.), with the Company 45 years, sees that the rails are oiled and the place is swept clean, as may be seen above, around the off-street terminal on Whittier and Brannick.



...SALESMEN

SITUATION WELL HANDLED . . .

"By the same token that an act of remission on the part of any of your employees should be reported, it is my conviction that such an act of courtesy and consideration as performed by your drivers A. E. Hughes and Driver 674 (B. G. Vogel) of the Olympic line last Sunday is deserving of generous commendation.

"I had a mix-up over transfers, the details of which are of no particular moment, when your Mr. Hughes and driver 674 came to my rescue and in a very courteous, efficient and considerate manner straightened the matter out for me.

"I feel that I would be neglecting my duty if I did not call this matter to your attention for such men, and their actions, reflect, I am sure, the attitude your company would hold toward the traveling public.

"Assuring you of my pleasure in riding with such men as the within mentioned and trusting that you will see that this commendation comes to the notice of those interested, I am

Yours for courteous service,"

C. R. BISHOP,
426 S. Palm Drive,
Beverly Hills, Calif.

CONDUCTOR 1743 FINE YOUNG MAN SAYS PATRON . . .

"I often get on the street car at Venice and Figueroa, take a W car, ride west on Washington Street to Olympic, also to Rimpau. You have a conductor on this run—No. 1743 (G. A. Hunt, Div. 3) who is a very wonderful conductor. He never fails to call all streets distinctly, he is alert, pleasant and helpful to passengers, and I noticed he was very helpful to elderly people getting on and off the car. I was so impressed with the way this young man works I wanted to let you know what a fine conductor this young man is."

MRS. ANNA MAYS,
1515 S. Figueroa St.,
Los Angeles

KINDNESS AND COURTESY NOTED . . .

"In our hurried metropolitan existence it is unfortunately infrequent that we find an act of kindness and courtesy which so captures our attention that we pause to give it consideration.

"Last Thursday afternoon, however, one of your trainmen so distinguished himself. An enfeebled elderly lady wished to alight from the Pico car at 4th and Broadway. Because of her infirmities though was hardly up to the task and this young man (T. L. Clark, Div. 4), showing exceptional courtesy and feeling for her obvious embarrassment, assisted her not only from the car but also thru the on-coming traffic onto the sidewalk.

"You may be sure that such consideration was appreciated not only by myself but numerous other occupants of the car, and you are to be highly commended upon having such a man as Conductor No. 2094 in the employ of your company."

R. E. GREENWELL,
The Texas Company,
929 So. Broadway,
Los Angeles

THOUGHTFUL ACT . . .

"This morning while riding to my place of business I witnessed the conductor (J. A. Stine, Div. 4) take the time to see that a little girl about 6 or 7 years of age got safely off the car. He saw to it that she was safely on the street with both feet before he allowed those "trap doors" we have on the new yellow cars to slap shut and catch her dress or maybe a shoe. I was so attracted by his thoughtful act that I continued to observe him further during the entire trip and I found him pleasant with everyone he served.

"When one sees unusual courtesy extended, or just a thoughtful act expressed by a busy conductor these days, I think that conductor should be commended to his employer, and I have taken the time to write to you because I think you should know about your employees who take the time to do a good job."

PAULINE PEET,
3052 W. 15th St.
Los Angeles

PATRON MUCH IMPRESSED . . .

"I have ridden street cars in many cities, including Chicago, Detroit, Indianapolis and many other places. Honestly, though, from what I have seen of the conduct of your employes I take my hat off to them. They're tops and no "baloney".

"Conductor 1432 (E. W. Park. Div. 1) on an "S" car a few nights ago was especially courteous and efficient. I was much impressed. *Thanks.*"

S. M. SHAGALOFF,
248 S. Western Ave.,
Los Angeles

EXEMPLARY DEED . . .

"Just a word of commendation for one of your employes. I do not know his name, "W" car, No. 1559 (H. D. Grush, Div. 3), yesterday. I am 86 years old and was standing. He asked how far I was going.

I said, "Fourth Avenue."

He said, "I will get you a seat."

I did not think he could, but he asked a young man for his seat and it was instantly and gladly given.

Please thank him for me for his gracious courtesy."

MRS. WEBB,
2010 Fourth Ave.,
Los Angeles, Calif.

EFFICIENT HANDLING OF LOST PURSE . . .

"I wish to extend my thanks to the following employes of the company for their help in assisting me to find a lost purse:

O. W. Lyford, Motorman, Badge No. 1695, Train No. 7, Line 7.

E. J. Zumault, Badge No. 2501, Train 20, Line 8.

G. L. Musselwhite, Badge No. 450, Train 20, Line 8.

Supervisor M. W. Ramsey, No. 6.

"On the morning of August 6, 8:30 approximately, I discovered having left my purse on either No. 7 or 8. I left my office immediately, which is located at the corner of Sunset and Spring and went to the end of the car line at Sunset and told a motorman, Mr. Lyford, what had happened. He immediately went to the tele-

OF SERVICE...



phone and called the supervisor, Mr. Ramsey, to watch for No. 7 or 8 and see if they could pick up my dark blue purse. Mr. Lyford, the motorman, asked me to ride to 9th and Main to see if we could find it. I did so, and much to my astonishment and delight the supervisor, Mr. Ramsey, had it under his arm. He said he watched for a No. 7 or 8, got on the car and asked the motorman or conductor for the purse and it was given to him. I extended my thanks.

"There were a lot of valuable receipts, keys, \$5 in money, which I did not care of course to lose.

"These men are to be highly commended for their honesty and efficiency."

GLADYS DONLAN,
233 So. Kenmore,
LOS ANGELES.

A PAT ON THE BACK FOR "1976" . . .

"An orchid to "1976" (W. M. Vaughn, Div. 5) on the back end of the No. 9. That is the only way I can tell you of a courteous, conscientious employee.

"Having had the pleasure of riding his car the other day I couldn't help but notice the way elderly people, mothers and heavily laden shoppers, were so willingly helped on and off his platform.

"The world could be bettered by more "1976's." If ethics permit, please let him read this; a pat on the back makes life's road more pleasant to travel. Thank you."

A frequent rider,
MARILLA DOUGLAS,
5135 7th Ave.,
LOS ANGELES.

GOOD SERVICE IS APPRECIATED . . .

"I am a passenger that goes every night on the "E" car going from Euclid Avenue to City Terrace. I get the very best service anyone could ever get. The men are kind, always help me up with my bundles and do everything possible to be considerate. They are No. 3074 (W. H. Stanley, Div. 1) and 1625 (L. A. Voage, Div. 1). I appreciate good service and hope you have more men like them."

MRS. S. ROTH,
1015 N. Rowan Ave.
LOS ANGELES.

NO. 124 DISPLAYS FINE ATTITUDE

"Getting on a car at 7th and Spring Streets about 10:15 Monday morning, I had the privilege of riding with a conductor of yours who had the number 124 on his cap (V. Impusene, Div. 1). I believe it was an "R" car going west on 7th St.

"The purpose of this letter is to pass on to you the experience I had of seeing a man operating as conductor with a degree of courtesy, efficiency and cheerfulness that was a pleasure to me as a passenger, and to the many whom I saw pass him as I stood up in the rear of the car for a trip of eight or ten blocks up 7th Street. I think such splendid attitude on the part of people who are serving the public should be recognized."

SELMER I. SNORTUM,
Asst. Agency Manager,
The Equitable Life Assurance Society,
Suite 901, 111 West Seventh St.,
Los Angeles

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

TRAINMEN

E. V. Athenous, Div. 1
E. R. Auffart, Div. 4
J. D. Ball, Div. 1
C. F. Bible, Div. 4
B. D. Billings, Div. 5
J. L. Bradford, Div. 4
**E. A. Burgess, Div. 4
*G. H. Buttner, Div. 4
W. N. Carl, Div. 1
M. D. Carter, Div. 1
T. L. Clark, Div. 4
G. S. Cooney, Div. 4
R. E. Elicker, Div. 4
N. Flanagan, Div. 4
H. P. Frebarger, Div. 4
W. H. Geren, Div. 1
H. S. Haag, Div. 1
A. T. Harless (Supervisor)
W. H. Harper, Div. 1
R. W. Harry, Div. 4
G. A. Hunt, Div. 3
P. M. Johnson, Div. 3

A. M. Krieb, Div. 1
D. L. Lowen, Div. 4
R. T. Melton, Div. 4
C. J. Mentzer, Div. 4
***R. G. Monahan, Div. 3
R. E. Myers, Div. 1
J. Novae, Div. 3
E. W. Park, Div. 1
H. E. Rardin, Div. 3
D. Reinink, Div. 4
H. A. Renner, Div. 4
J. San Marco, Div. 3
H. L. Sanno, Div. 5
P. B. Schier, Div. 3
F. C. Sommer, Div. 5
D. M. Spence, Div. 4
R. F. Strong, Div. 5
G. R. Van Horne, Div. 5
H. Van Riper, Div. 1
C. E. Vassar, Div. 3
L. C. Willerton, Div. 4
F. Williams, Div. 4
L. W. Wilson, Div. 1
K. L. Wolfe, Div. 4

OPERATORS

G. L. Anderson, Lincoln Park
L. M. Austin, Normandie
R. O. Bennett, Inglewood
E. P. Brule, Wilshire
T. E. Chastain, Wilshire
A. G. Collins, Beaudry-W. 1st St.
A. D. Crow, Wilshire
J. C. Dayen, Vermont
R. D. Foxe, Wilshire
G. C. Gilliland, Olympic
L. M. Graves, Melrose
A. G. Gribbling, Beverly
A. E. Hughes, Wilshire
J. A. Hurzeler, Beaudry-W. 1st St.
H. H. Jackson (Supervisor)
E. J. Johnson, Western
O. R. Jordan, Sunset
H. A. Kool, Beaudry-W. 1st St.
J. E. Kresge, E. 9th St.
***C. H. Martin, Western
E. D. Mullaly, Highland Park
J. M. Roberts, Alvarado
E. J. Sayre, Wilshire
C. E. Studer, Highland Park

Note: Each asterisk represents one additional commendation.

Right Mental Attitude Forms Correct Working Habits

By J. COLLINS,
Supervisor of Safety

THE best safety device that can be placed on a car is a careful man. Carelessness causes more accidents than lack of knowledge. By carelessness I mean, taking things for granted, or assuming a condition instead of taking into account an actual condition. Each trainman represents a Company investment of about \$25,000.00, and whether he is a good investment, or a poor one, depends upon the kind of service he renders.

To do our work does not require any great physical strength—therefore, it should be evident to any man that this game is played by the invisible forces of mind and spirit, rather than by muscular power. These are the forces the Company endeavored to purchase when you were employed—the mental, so you may be able to understand and follow instructions relative to present day requirements—the spiritual, in order that you may develop that spirit of cooperation quite necessary in rendering service in the field of transportation today. These forces are either constructive or destructive. You are either an asset or a liability, depending upon your mental attitude. The mental attitude is as important as the mental capacity.

Each man is playing the same game; on the same kind of an instrument, and under similar conditions—therefore, his mentality is reflected in his record.

Acquiring Correct Habits

The new man is trained in the hope that he will become one of the smooth working parts of a uniform system of operation—that he will

Supervisory force instructs men in proper operating procedure



learn and apply our system, rather than operate according to his own ideas and moods. To acquire the correct habits of doing the work is right thinking—to apply a few incorrect ways is because of wrong thinking. The man who thinks constructively will perform his duties accordingly—therefore, the right mental attitude toward rules, our passengers, and your fellow worker is of the utmost importance in becoming a valuable member of the platform personnel.

Learn By Doing

When we do a thing the right way it produces right results. The wrong way, being diametrically opposite, will produce a wrong result. A thing is learned by the way it is done, and by practice we become efficient. The more frequently we make a move (whether that move is right or wrong) the easier it becomes, and for this reason we consider the violation of a rule a potential accident, because it is the beginning of a habit, which finally terminates in an injury to someone. Habits are quickly acquired on the cars, and it is no more difficult to form the right habit than it is to acquire the wrong one. The most important thing in forming a habit is to have the same reaction to the same condition, movement or com-

bination each and every time you meet it.

It is the duty of the Supervisory forces to train a man so we may keep him in the service, not to discharge him. It is bad business to employ a man, then find it necessary to discharge him. If he is discharged, however, you may rest assured that he made absolutely no effort to follow the instructions he received from the Instruction Department. In working together we endeavor to train each man so he may develop the habit of correct operation for the reason we know that correct operation will cut down accidents; that it will simplify your moves; that it will make those moves accurate, and that it will help to eliminate fatigue.

Habit diminishes the conscious attention with which an act is performed. We automatically do the right thing or the wrong thing also, if it is the habitual thing. In habitual action the only message the intelligence need send down is the command to start. The higher branches of the mind are left free to do other things pertaining to the work, such as reading conditions and adjusting yourself to meet them intelligently. A continuous line of training along any subject makes the nervous system act infallibly.

It takes but a simple move to start a car. To throw the controller off is a simple matter. It is not difficult to move the air handle to check the speed, or stop the car. We feel that you have had enough instruction to know how to make these moves, and we know that you get enough practice day after day to enable you to become almost perfect in operation, in the event that

you wish to acquire that commendable reputation. Knowing when to make the move is the important thing, but requires no more effort after becoming an habitual act, this being purely a mental function.

To grasp, retain, and apply what you have read in the foregoing requires a mental effort, and will be found definitely profitable by those willing to make the effort.

FIRE SAFETY IN THE HOME

Nine thousand, four hundred seventy-eight dead—Over twenty thousand and injured—Approximately three hundred thousand homes completely destroyed—Sixty per cent of the dead and injured innocent women and children . . . This is *not* a news bulletin from the battlefield of war-torn Europe, but comes from the Peace Front of America. It is the annual report of fire losses within the boundaries of the United States.

Dwelling fires in the United States

are *increasing*—increasing in a ratio of forty per cent in the past ten years—other kinds of fires are not. Thoroughly alarmed, a number of national organizations; the United States Junior Chamber of Commerce, the American Red Cross, the Federated Women's Clubs of America, together with the fire-fighting agencies of the country, have made an exhaustive survey which has disclosed the following five major causes of home fires: Careless Smoking, 22 per cent — Uncontrolled sparks, from various sources, 21 per cent—Faulty or Overheated Heating Appliances, 16 per cent—Faulty Electric Wiring and Appliances, 10 per cent — and Carelessness with Matches, 10 per cent.

There they are — the five major causes of home fires—and every one avoidable. There is only one conclusion: Seventy-nine per cent of *all* home fires—four out of every five—are caused by *just plain carelessness*. . . But why? . . . Why has carelessness increased forty per cent in the past ten years? The answer

lies in the increasing complexity of our modern civilization. First, we have added so many mechanical devices to our home life—have made so many home tasks and operations automatic—that we have relaxed our vigilance and expect everything to take care of itself around the home—including safety. Secondly, these very devices themselves are fire hazards if not installed, used and maintained properly . . . Electric lighting is perhaps the best example. Electric lighting itself is by far the safest method of illumination. Yet, the open flame of gas, kerosene and gasoline lamps was always before us as a constant reminder of the danger of fire; while faulty or misused electric wiring gives no tangible evidence of its hidden menace, until it suddenly bursts into flame . . . While our national government is doing its utmost to keep war out of America, let us, as private citizens, do our best to keep war's counterpart, Fire, out of the American home . . . Together with the "Home" this year's major objective.

Operating Suggestions . . .

By E. L. FINLEY, Division 4

It should be the aim and desire of every employe of the Los Angeles Railway, or any other company, to do everything in his power to increase the company's revenue and to keep business. However, some of us at times "go stale". We do the same thing day after day without giving it a thought, failing to look for new ways to please our customers or to make the service we render to them more satisfactory.

The following suggestions are offered to those who are really interested in their jobs. Read them and think it over.

Do you do your job the way you would like to have it done

if you were an employer or passenger?

Are you thoroughly acquainted with your job? Do you know the answers to the questions your passengers ask? Can you tell them how to get to any point, in the shortest and most direct way, and do you answer these questions patiently and courteously?

Do you greet the passenger with a smile, or are you "sore" about some trivial thing that will be over and forgotten in an hour?

Do you treat each passenger as a guest, or do you act as though you were doing him a favor by accepting his patronage?

Are you more interested in making your schedule than you are in giving your passenger a safe and comfortable ride?

Are you tolerant with those of your passengers who seem to have a hard time understanding your directions? Most often those are the ones who are really in the greatest need of your kindness and understanding. Nearly anyone will gladly give directions to the pretty young thing, and we should be even more willing to help out the old lady who really needs it.

Any "yahoo" can run a street-car and grab nickles, but to do a really good job of it it takes a man with an infinite supply of patience, understanding and good judgment. These qualities combined, go to make real talent.

Edited by

MRS. PAUL BROWN

For

WARM Days, Cool Drinks and Crispy Cookies.

Sounds nice doesn't it? And they do go together so nicely. Warm days, when we like to spend our days in the garden, working with the flowers, or just lazily lying in the shade of a tree, or under a gay striped umbrella. This is the time of year we consume gallons of cooling beverages, and we are ever searching for new combinations of fruit juices, as well as using our old stand-by, lemonade. Here are some combinations that are just a little bit different, fancy enough for an afternoon party, yet simple and wholesome enough for the children.

Try using sugar syrup to sweeten your drinks. It dissolves instantly. To make, boil equal quantities of sugar and water for 5 minutes. Store in covered jar in the refrigerator.

GRAPEFRUIT FIZZ

1 No. 2 can (2½ cups) grapefruit juice
1 12-oz. can loganberry juice
1 pint charged water
Sugar syrup to sweeten to taste
Chill juices and charged water. Combine, sweeten. Serves eight.

GRAPE ALE

2 cups grape juice
1 quart ginger ale
Sugar syrup
½ cup lemon juice
1 cup orange juice
Orange slices
Combine chilled juices. Sweeten with sugar syrup, add ginger ale. Serve in tall glasses, garnished with orange slices. Serves eight.

MARASCHINO TEA-ADE

4 cups strong tea infusion
2 cups pineapple juice
Sugar syrup
Maraschino cherries
2 cups charged water
½ cup maraschino syrup
Orange and lemon slices
Mint sprigs

Chill tea, pineapple juice and water. Just before serving, combine; add maraschino and sugar syrup. Cut fruit slices in fancy shapes and use as garnish with the maraschino cherries. Will serve eight.

ST. CLEMENT'S CUP

Chill 4 cups orange juice, 1½ cups water and combine. Sweeten with sugar syrup. Serve with scoop of lemon sherbet in each glass, and garnish with mint leaves and a maraschino cherry. Serves eight.

LEMON SHERBET

Combine ¾ cup sugar, ½ cup water; boil 5 minutes. Beat one egg white stiff, add syrup slowly while beating. Combine ½ cup lemon juice, ½ cup water and a speck of salt; add to first mixture. Freeze in tray of automatic refrigerator, with cold control set at coldest point. Beat thoroughly when partially frozen, return to tray to finish freezing. Serves eight.

A NEW WAY TO MAKE ICED COFFEE

Are you very fond of iced coffee, but does your husband complain that it isn't strong enough? If so, try this new way: freeze your ice cubes of coffee, instead of water, pour the hot coffee over the cubes the same as usual, add cream and serve, and see if he doesn't like it very much.

To most of us, and especially the children, something to drink calls for something to eat, and what could be better than a crisp, crunchy cookie, unless it were two crisp, crunchy cookies? Both of these are easy to make, and are very delicious with cool drinks.

ALMOND BLOSSOMS

2¾ cups sifted flour.
1 teaspoon salt
1 cup shortening
½ cup white sugar
½ cup brown sugar firmly packed
1 egg
1 tablespoon grated orange rind
½ cup almonds ground
2 tablespoons orange juice
Cream shortening, add salt and sugar gradually, creaming well. Add the egg, beat well, and mix in orange rind and

ground almonds. Add flour alternately with orange juice, and mix until well blended. Chill. Run through cookie press with a small star design, or roll thin on lightly floured board, cut with cookie cutter, and decorate each with half of almond. Bake on ungreased sheet in hot oven (450) for 5 minutes, or until delicately browned. Makes about 5 dozen small cookies.

PECAN ICE-BOX COOKIES

4 cups flour
1 teaspoon soda
1 teaspoon salt
1 tablespoon cinamon
1 cup shortening
1 cup brown sugar, firmly packed
2 eggs
1 cup chopped pecan nutmeats
1 teaspoon vanilla
1 cup white sugar.

Cream shortening, add sugars gradually. Beat in eggs, one at a time. Add nuts, then work in dry ingredients until well blended. Add vanilla. Form into rolls, or pack into bread loaf pans. Chill in refrigerator about 12 hours. Slice very thin, and bake on ungreased baking sheet in hot oven (400 F.) for 5 to 7 minutes, or until lightly browned. Makes about 12 dozen small cookies. This dough may be stored in the refrigerator and baked when needed.

REQUESTED RECIPES

Veal Chop Saute, Mexican Style

4 shoulder or loin veal chops
3 T. butter or margarine
2 sweet green pepper, shredded
1/8 t. pepper
2 medium-sized onions, sliced
3 T. flour
¾ t. salt
2 c. canned or stwed tomatoes, mostly juice

Brown the chops in the butter or margarine. Then remove, and brown the green peppers and onions in the same fat. Add the flour and seasonings, and blend. Stir in the tomatoes, and cook and stir until the sauce boils. Then put in the chops, cover, and simmer for 30 minutes.

The Ladies . . .

MENU DICTIONARY

BECAUSE the French perfected the customs and manners of dining, our cooking terms are interspersed with words of French origin.

In England, up to and including the time of King Henry the Eighth, good table manners were unknown. The most exalted personages and highest dignitaries ate with their fingers. Even King Henry himself would tear a fowl limb from limb, and devour it with much smacking of lips and grunts of satisfaction.

In fact, the fork was first introduced into England by his daughter, Queen Elizabeth, who received three forks as presents from France. One was decorated with gold and garnets, one of coral and gold, and one of gold and rubies, pearls, and coral.

Because the French were the leaders in manner and style, many of their cooking terms were accepted by the foremost houses of England and the Continent. Our old colonial cook books use many French terms, and many more are in use today due to the close relationship between America and France. Almost all menus in first-class hotels and restaurants contain many French terms and expressions. To order a meal intelligently, it's helpful to understand those most commonly used. In cooking a similar knowledge is essential because many outstanding recipes have come to us from famous French chefs.

Here is a list of French words and phrases most commonly used in recipes and menus:

A LA—in the style of

A LA BROCHETTE—broiling meats or vegetables on skewers.

AU GRATIN—food covered with sauce sprinkled with crumbs (and sometimes cheese), and baked.

BOUQUET OF HERBS—this is a mixed

French and English expression meaning sprigs of fresh or dried herbs tied up to use as a seasoning.

CAFE AU LAIT—coffee served with an equal quantity of hot milk.

CANAPE—literally a covering; fried or toasted bread covered with a savory spread.

CHARLOTTE—a fruit and whipped cream dessert made in a mold lined with lady fingers or cake.

CHIFFONADE—shredded vegetables.

CONSERVE—fruit or vegetables preserved in sugar.

CREPE—pancake.

CROUSTADE—a fried, hollowed-out box of bread.

CROUTONS—fried cubes of bread.

A LA FERMIERE—literally "in farmer's wife" style; that is, in country style.

A LA FLORENTINE—meat or fish served with creamed spinach.

FILET—a tender cut of meat or fish.

FINES HERBS—a mixture of chopped fresh herbs.

FROMAGE—cheese.

JARDINIERE—mixed cooked vegetables.

JULIENNE—shredded vegetables.

AU JUS—meat or vegetables served with the natural juice or gravy.

MACEDOINE—a mixture of fruit or vegetables, sometimes molded in jelly.

TO MARINATE—to let meat or fish stand in a seasoning pickle or to let salad ingredients stand in a French dressing.

MIGNON—a slice of filet of beef.

AU NATUREL—in the natural form.

A L'OIGNON—with onions.

PANADE—bread moistened with hot milk or water and used as a binder in meat loaves.

PETIT FOURS—little fancy cakes.

POTPOURRI—a mixture of cooked vegetables and meat, or of sweetened fruits.

PUREE—a thick soup rubbed through a sieve, or vegetables rubbed through a sieve.

RAGOUT—a stew of meat and vegetables.

ROUX—a mixture of flour and butter or other fat.

SAUTE—pan fried.

SOUFFLE—an omelet or light pudding made with whipped egg whites.

TIMBALE—a savory pie in a pastry or rice case.

TRUFFLES—a kind of mushroom.

AU VIN—with wine.

COLD PLATES

For cold plates select cold cuts—about three or four kinds with varying textures and colors. Include one richly spiced, two mild meats such as pickled loafs, jellied tongue, macaroni and cheese loaf, liver loaf, etc.

OLD FASHIONED BLACKBERRY DUMPLINGS

1 quart blackberries
1 cup granulated sugar
1 cup water
2 cups flour
4 teaspoons baking powder
½ teaspoon salt
3 tablespoons shortening
¾ cup milk

Wash berries and combine with the sugar and water in a large stew pan. Cover and cook until the berries are almost tender. In the meantime, prepare the dumplings as follows: Sift the dry ingredients together and work in the shortening. Make a well in the center and pour in the milk. Mix until well blended. Drop by spoonful into the boiling blackberries, cover closely and cook rapidly for 15 minutes. Serve hot with the berries poured over the dumplings.

Father: "Why were you kept in at school?"

Son: "I didn't know where the Azores were."

Father: "In the future, just remember where you put things."

ONE MAN'S OPINION

"What is the outstanding contribution that chemistry has given the world?"

"Blondes, sir."

Around the Divisions



Harriet and Harold, 7½ year old daughter and 3 year old son of I. Kudler, Division 1. Harriet won the award of "Little Miss California" and Harold the award of "Little Boy King of Hollywood" in a Newsreel Contest.



Division One

R. C. RUGGLES

Our Safety Rally which was held August 10th was enjoyed by all who were present. The talk given by Mr. Morgan and Mr. Collins on Courtesy and Safety was especially interesting. An enjoyable entertainment was presented with Billy Vejar as Master of ceremonies. Conductor R. B. Mean's small daughter, 7½ years old, played some lovely selections on the accordion. Would like to see a bigger crowd turn out for our next meeting in October and let us strive to improve our accident record and make Division 1 Number 1.

R. W. Brigham, Watchman, is spending six weeks in the High Sierras catching the big ones. Conductor L. Rasmussen will take over Mr. Brigham's work during his vacation.

Transfer Clerk E. C. Hickey is taking his vacation in the northern part of the state. Conductor Brennan will substitute for Mr. Hickey.

Former Motorman E. L. Green was a visitor at the Division saying "hello" to his old friends.

T. B. Marks is on a 16-day cruise with the U. S. Naval Reserve and T. P. Lynch is at Camp Lewis with the National Guards.

The following men are on vacation: E. J. Brahan, G. W. Miller, H. M. Farr, H. E. Andersen, C. J. Groth, T. R. Cordell, L. C. Allison, W. E. Schoenbaum, W. R. Elliott, L. A. Chadd, A. B. Bradshaw, P. Clark, W. E. Carlson, A. R. Hale, E. L. Tree, A. I. England, E. H. Mohler, B. J. Darneille, J. T. Hoffman, and T. Doolittle.

Former Motorman J. H. McClintock on the sick list for some time, then appointed temporary Flagman, was appointed regular Watchman in August.

The following men are on the sick list: C. F. Andrews, H. E. Benson, T. O. Knoff, A. E. Holmberg, J. R. Tungate and P. Ashley. The following men have returned from the sick list: R. N. Mead, C. L. Gaul, C. M. Beard, D. A. Nylander, E. H. Barnett and S. H. Wersal.



Division Three

L. VOLNER

The last two or three months have demonstrated the fact that tolerance is a virtue, because of the few discourtesy complaints received by this division. Commendations are on the increase and letters pertaining to other misunderstandings are on the decrease. There is only one answer to this and that is the men of this division are rising above petty arguments and showing what real men they are.

The July accident report shows Division Three in second place. Of course, that is pretty good but first place is much better. Let's see what we can do about it on the next report.

That our Inspector, Mr. "Dusty" Rhoads is helping our motormen to operate their cars in the proper manner is proven by the last Power Consumption report, which shows the "10" line all in the black; only one in the red on the "A" line and with the large number of men on the "W" line showing just seven in the red. This is good work and

shows that we have a bunch of very fine motormen.

During the first part of August our night clerk, Mr. Herter, took his vacation, and switchman, baseball manager and extra clerk Mr. W. H. Meloy filled his position during his absence.

On July 31 Inspector Scott started on a two months' vacation. Mr. Scott was not going to lose any time hanging around these parts but started at once, by auto, on a trip which was to take him to the state of Maine, down the coast to Florida and back home along the gulf states. Mr. Scott says he mapped out his trip and will visit thirty-two states in all.

Conductor C. H. Wheaton drove back to Boston, Massachusetts during his vacation. Wanting to stay at the old home as long as possible, Mr. Wheaton did not loiter along the road, for his first non-stop drive was eleven hundred miles, driving night and day without stopping for rest. The balance of the journey was made in almost the same manner.

On August 9th our superintendent, Mr. Bodley, placed the following notice in the bulletin case. Same was appreciated by the Division Three men, and we thought if others could see it it might be of some benefit to them. "By using the intelligence we are endowed with and playing the game with others as we want them to play it with us, we keep out of trouble." Think it over!

Division Three has one man—Motorman Jack Daly—who, being a member of the California National Guard, is now at Fort Lewis for the twenty-one day campaign. Jack is a sergeant in the 40th Division.

The hunting season opened with a bang as our ace hunter, J. L. "Snuffy" Smith bagged a nice buck on the opening date. Snuffy was a good sport in that he distributed the meat to his various friends, all of whom naturally praised his powers.

Our old friend W. O. Watson has

decided that he has had enough of street car operating and has decided to continue his services as a flagman. This was brought on mainly through illness, and we all hope this change in work will benefit him so that in a short time he will be his old self again.



Division Four

R. H. GRETTEBERG

Our friend and former Superintendent "B.B." Boyd, has retired to the wide open spaces again. He and his brother are leisurely

enjoying parts of Oregon and Washington on an indefinite visit and rest, leaving behind an enviable record of ability and achievement that will be very hard to parallel. "B.B." has been one of the main spokes in the wheel of activity around Division 4 for many years and will be remembered as a true friend by all of us.

Mr. E. H. Ellis has come home! As Superintendent of Division 4, he is filling his office as a capable and understanding administrator. Every last one of the men at the division is backing him up "one hundred per cent." In the past few weeks "Pop" Ellis has shown how fully he mer-



"I wish that conductor would quit shouting 'Both doors in.' Does he think we're all deaf?"

ited the appointment as Superintendent, and we feel certain that Division 4 will make a very good showing in all phases of the work. Welcome back, Mr. Ellis!

Another change in the office personnel has occurred, in that Foreman "Jim" Madigan was transferred to Division 5, his old stamping ground. Jim has made a very good record and made many friends while at this division and he will be missed greatly. However, from all reports Division 5 was more than glad to have "Jim" back in their fold. In his place we have Foreman C. A. Evans who has for the past two years been at Division 1. Mr. Evans is not a newcomer at this division, for he is remembered well by most of us, as a very efficient and capable man. To "Charlie" also we extend a warm hand of welcome and cooperation, and we feel certain that he will enjoy his work at Division 4 as much as we enjoy having him with us. We are confident that he will contribute greatly toward the progress of this Division.

Billy Vejar just completed his 20th year of service with our company August 7. "Billy" is well known around Division 4 as Inspector in the Instruction Department and is very active in furthering the development of many of the newer men at this division. Congratulations "Billy."

We wish to commend Division 5 on their successful Safety Rally of August 24. The entertainment was snappy and a good time was had by all. Those who missed this show and dance really missed an enjoyable evening.

On leave of absence we find Motorman M. C. Smith visiting his mother in Georgia, Motorman C. R. Moffett in Chicago, Motorman C. W. Boyer and his brother B. C. Boyer in Iowa and Motorman J. M. Click resting at home.

The boys who were on National Guard Duties have returned after having three weeks of inten-

sive training. They were Motorman G. I. Kimbrough, Motorman E. J. Gagnon, Conductor E. N. Bliss, Conductor E. A. Shane, Conductor E. J. Acosta and Conductor H. U. Woolsey, who was called away from his Guard Duties on account of his father being very ill.



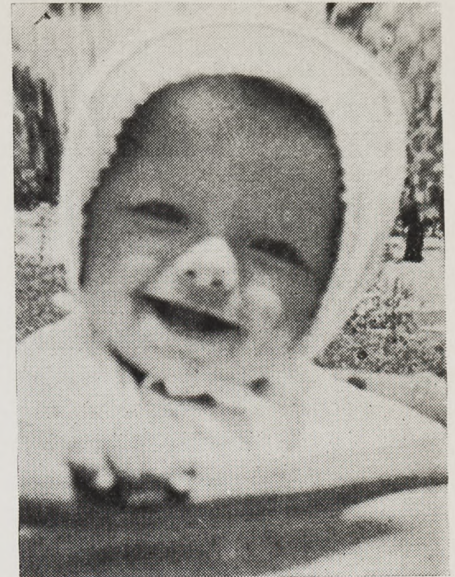
Division Five

FRED MASON

The boys of Division Five join in extending their hearty congratulations to Mr. E. H. Ellis on his appointment to the position of Superintendent at Division Four, and we know that a great welcome awaited him at that Division. Mr. Jim Madigan who takes over the duties of Foreman at this Division is no stranger to the majority of the boys here, he having been with us for over six years prior to December 27th, 1938, when he was transferred to Division Four, and a great welcome was accorded Jim upon his return to this Division on August 16th.

Our Superintendent, Mr. W. H. Snyder, got back from his vacation in very good shape, outside of a very badly bruised knee and leg as the result of being thrown by a big fish that did not get away. It appears that this big baby dragged him down the river until a big rock stopped the titanic struggle and Mr. Snyder's right leg. And from what we hear, no help was rendered by Mr. John Collins, who was with him. We haven't seen the picture of this big one yet as it is still in the camera and has to be developed, and the word "developed" means "increased."

Motormen J. B. Fredericks and R. H. Dirkes are putting in a couple of weeks on the waters of the Pacific with the United States Naval Reserve. And here are the boys who attended the National Guard En-



This sweet looking little tot is Margaret Anne, 6 months old daughter of Conductor (Division 5) and Mrs. N. A. Helfrich.

campment: Conductor L. E. Barnett, Conductor A. G. Parker, Conductor D. O. Dulin, Motorman L. E. Klinger and Motorman W. A. Carson.

Motorman S. B. Smith, accompanied by his wife, has taken a three weeks' trip to Winnipeg, Canada, to visit Mr. Smith's brother.

Conductor A. L. Bristol has taken off six weeks to drive back to Utica, New York, to visit his mother, and while there will take in the World's Fair.

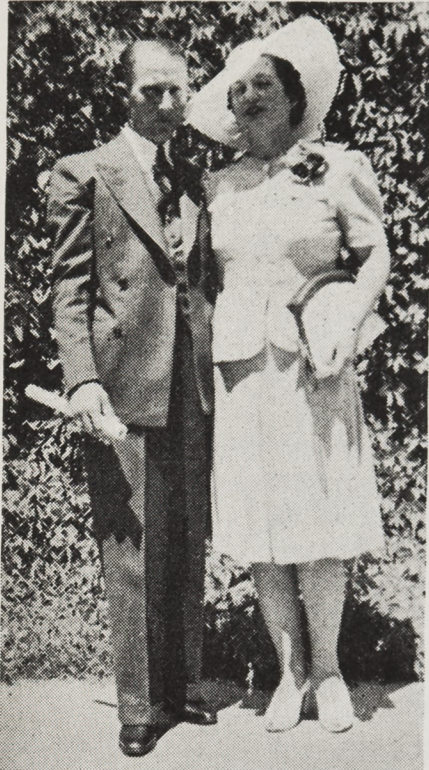
On another of his periodical jaunts we find Conductor W. Christiansen taking a three weeks' trip to visit the folks in Correctionville, Iowa.

For over a year Conductor R. M. DeWitt has been planning a trip to Calhan, Colorado, so he left on August 14 and will be back around the end of the month.

Word has been received from Conductor W. M. Vaughn from Atwood, Oklahoma, where he and his family are visiting the folks. Says it is kind of hot there but he is having a great time.

Conductor Fred Skarda has taken off three weeks and is vacationing at Denton, Montana.

To Mr. B. B. Boyd, our former Superintendent, who retired on August 16th on account of ill health, we extend our best wishes for a speedy and permanent recovery and many happy days in his retirement.



Conductor C. C. Wells (Division 5) and his bride, Miss Elsie Hazel Cooper, who were married at Las Vegas, Nevada, July 19.

DIVISION FIVE PRESENTS SHOW

On Saturday, August 24th, Division Five put on a show at the Pacific Electric Auditorium that surprised the critics and those who arrived late. While the Auditorium seats seven hundred persons, approximately one hundred late comers were unable to get in to see the show.

To say it was the Show of Shows is just putting it mildly.

Patriotism, the keynote of Americanism, was exemplified in a very fine manner by the Los Angeles Railway Veterans' Club, and American Legion Post No. 541 when, after the

presentation of the colors, seven hundred persons, led by Comrade Commander Charlie Detrick, pledged allegiance to the flag. This was followed with a very excellent talk on real Americanism by Comrade Ed. Roche, which can only be summed up in this manner. Right from the heart, right to the heart.

Master of Ceremonies Harold Billings then took over and very capably handled the Show of Shows. Mr. C. E. Morgan, Manager of Operations, was the first to be introduced and he announced that he had a surprise. He had the audience guessing for a few moments and then sprung his surprise. And what a surprise! It was none other than Strolling Tom, that ever popular radio entertainer, who led those seven hundred souls in the Los Angeles Railway theme song, "Smiles", and my, how he did it, and how the audience responded. Oh well, when Strolling Tom is leading, one can't help but just follow, and wouldn't it be swell if we could only stroll with Tom in his real, good old philosophy.

Mr. Morgan then gave a very brief an interesting talk on safety and courtesy, followed by Mr. W. H. Ungles of the Southern California Industrial Safety Society, who gave some very excellent advice on the hazards at home and the accidents resulting therefrom.

Then followed Mr. W. H. "Bill" Snyder, Superintendent of Division Five, with a word of welcome to all those present, his appreciation for the excellent turn out, and added that he was indeed proud to be working with such a fine bunch of men as those at Division Five.

The Show of Shows then got under way in real earnest with nary a moment wasted with Harold (Barnum) Billings at the helm, and we will sum it up briefly and in this way.

A baby on roller skates. Little Patricia Haskell, fourteen months old

daughter of Motorman and Mrs. B. E. Haskell of Division Five. She was right at home on skates and certainly knows her bearings.

Miss Selma Bello. One of the famous Meglin Kiddies, in a popular song and dance number, that was a wow.

Frankie Morales. The boy wonder singer of popular songs who reached the hearts of everybody.

Tom Johnston. An artist on the piano accordion. Harmony personified.

"Chuck" & Bessie Merrit, as Grand Pappy and Mammy Wiggins. "Chuck", a real fiddler, and Bessie a great accompanist.

Miss Hope Gonzales. An excellent soprano soloist.

The Big Butter & Egg Man (without the butter). A show in himself, who held the audience spellbound with his magic.

After the show, all who wished, enjoyed two hours of dancing to the music of the Los Angeles Railway Orchestra under the able leadership of that popular Maestro, Jimmy Murray. When Jimmy and his boys start playing everybody just naturally starts dancing.

An excellent evening enjoyed by all who could get in. Our next show will be held on Saturday, November 9th, and Mr. Snyder is already getting requests for tickets.

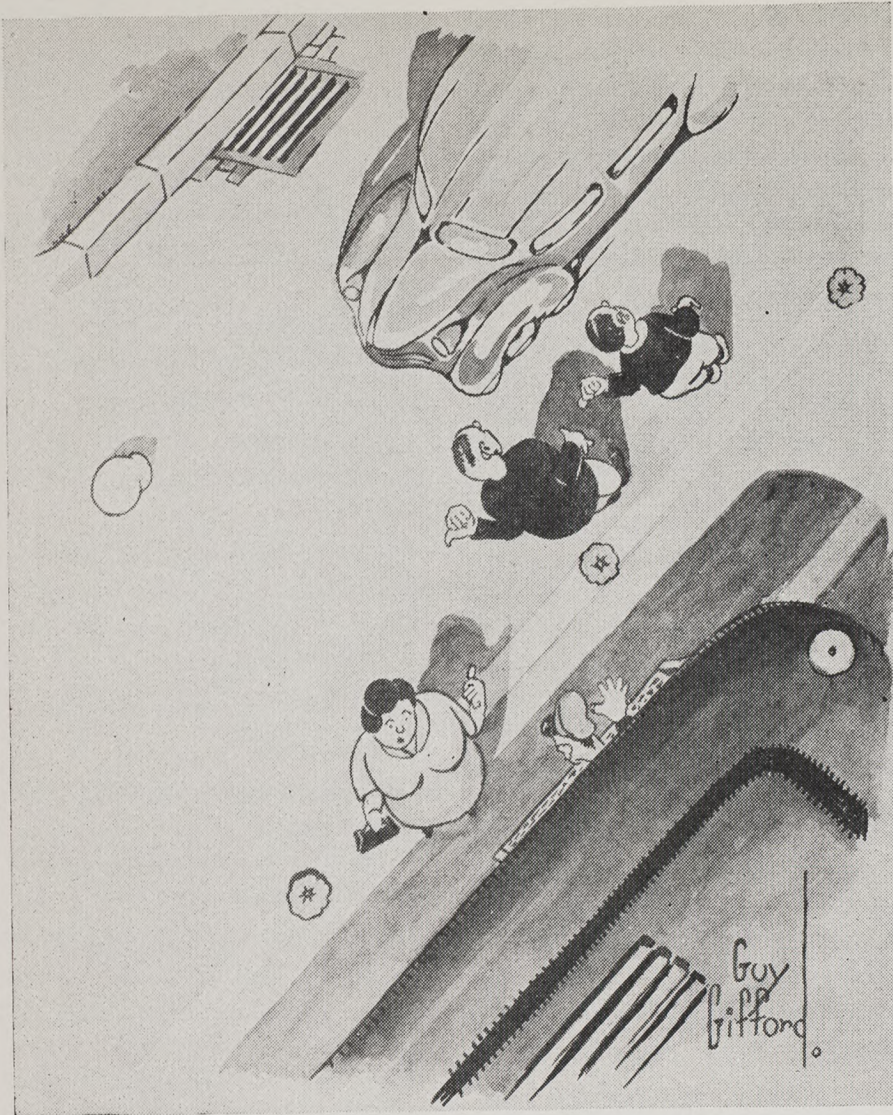


Car House No. 1

Alex Reid returned from a very enjoyable two weeks' trip, visiting relations in Vancouver, B. C.

Harry Odgen and Mrs. Odgen are planning a trip to Missouri accompanied by Harry's mother and father.

Jimmy Phillips is looking forward to plenty of fried chicken and corn bread, when he and his



"Just hold that street car 'til the boys try a couple more automobiles!"

family make a trip to Arkansas to visit relations.

Car House No. 2

George Ramsey returned from his vacation and reported that Newport and Balboa are all "fished out."

"Doc" Robey is getting along fine and is really learning how to loaf.

Car House No. 3

George Treener vacationed in Seattle and other points.

Bob Reid of the Operating Department says he is going to give Ed Muse a few lessons on catching fish while they are vacationing at Cuyucas Bay.

Car House No. 3 Federal Credit Union will pass the \$50,000 mark in loans this month. Quite a record!

Pat Knight is having ocular trouble and has to have two sets of eyes. One for night work and the other for day work.

Boyd Walters enjoyed the scenic beauty of Oregon during his vacation.

Jim Bradley spent his vacation fixing up his new home. He has all the shortcuts to Tarzana figured out.

Car House No. 4

W. W. Aldrich, Foreman, spent an enjoyable two weeks' vacation at Crater Lake in Oregon. He caught plenty of trout and returned with a nice "coat of tan."

To the beach and mountains went O. E. Schneider on his vacation.

W. F. Ellis is spending his vacation at Mt. Shasta.

Clarence Nokes returned to work

after resting up on his vacation.

O. Howard is on a liquid diet after having most of his teeth extracted, and is almost ready for his "store teeth."

J. J. Tolin has just made another installment on the City Hall. This time for double parking.

F. J. Rappe, who has been ill for some time is getting along fine. He hopes for a doctor's release soon to return to work.

E. W. Busby is the "new face" around Car House No. 4. Glad to have you with us.

Car House No. 5

Tom Cosgrove returned from his vacation after spending three weeks between Huntington Beach and Sequoia National Park.

Fred Shaw is on day shift now after working nights for two months.

W. A. Alport returned from his vacation and by the looks of his back you can tell where he was most of the time.

Assistant Foreman, Jim Inman, and family toured Yosemite during his vacation.



William, son of Al Forman, Division 5, Mechanical, has played baseball two years in high school and hopes to be a second Joe Di Maggio.

Gail King rested up on his vacation in the back yard.

John Sottile has been transferred to the Garage temporarily.

Dan Yates is still on the sick list but we hope to see him back to work soon.

Foreman G. P. Macqualters is on his vacation just resting up and going to the beach.

Henry Williams spent his vacation at the World's Fair in San Francisco and visited friends in Mt. Shasta.

Ralph Nokes was seen taking his animal family for a ride around town. It consisted of three dogs and a cat.



F. ARLEIGH FRAZIER

Lester Hewey wanted to prove for himself that Deacon Smith really didn't like chocolates so after trying in vain to get the Deacon to buy, finally bought a bar and offered it to him and 'pon my word he ate it! Hewey was regusted but the next day Smith brought him some smoked mackerel to show his gratitude for the chocolates.

August 6 was a very unfortunate day for Billy Maitland's wife, who, while visiting friends, slipped and fell, breaking her left arm. Mr. and Mrs. Maitland had a grand trip north into Washington driving their new Buick and enjoying the scenic route.

The Truck Shop is losing one of its good mechanics, Trent Wells Jr., who is resigning to go to Berkeley, Calif., to college.

O. Purcell is taking thirty days off to enjoy himself at the beach doing nothing.

Another one who takes thirty days to rest up in is Bill Thun.

George Strickland says to be a proficient deer hunter, one must know also how to meet deer in combat. The tale goes that after shooting a deer he went to claim it and said deer reached out from behind another bush and started fighting with him.

Erney Sayer has retired "Old Reliable" after twenty years' service. His bicycle now has been replaced with a little Austin.

John Schneider of the Paint Shop has been off sick for three weeks.

The Carpenter Shop men were glad to greet two old friends, B. F. Pecoy and Al. Delinger who paid them a visit.

M. E. McCune of the machine shop is on vacation into the northern country. Palo Alto is an important stop to see his second grandchild, born in August.



The dark spot under the above gentleman's nose must have been the result of "vacationitis," or is it a certain thrift inherited from ancestors? Anyway, who said Harold Conacher couldn't sit down beside work.



WALTER WHITESIDE

Vacations being the order of the day let us look back on some of the swell times enjoyed by fellow employees.

D. O. Coulam, E. O. Thurtell, F. Whittle, H. J. Winkler, Ed. Clardy, E. W. Baumbaugh, Pete Goodas and V. Lacasello stayed around home repairing the old homestead, loafing, and taking local trips.

Ed. Caldares lolled on the beach among the elite at Balboa, while Dick McDevitt and J. C. Morgan hobnob-

bed with the sporty at Hollywood Park.

Harry Whittle rested and fished at Big Bear and C. Colen sojourned in the wide open spaces in the upper altitudes.

Paul Tupper took the loop via Salt Lake, Yellowstone Park and Seattle, while Wm. Lane took the same trip only reversing the route. It was agreed though, that Bill saw more of the country than Paul as he took two extra weeks to make the same trip.

Owen Quigley spent considerable time fishing at the local beaches but he didn't brag about his luck as enthusiastically and dramatically as Smiles Moser and Louie Hunter.

The Tharps enjoyed plenty of fish dinners caught from the running waters of Cedar Creek in Utah. R. J. MacMillan and E. H. Brox also made trips to the great state with the Salt Lake.

Long distance travelling took D. E. Davis to Oklahoma, R. A. Horn to Nebraska and B. I. Boughton to Washington.

Bob Bass ate a fish dinner every day while in the High Sierras; Billy Yandell ate his fish at Fisherman's Wharf in San Francisco, and Duke Cochran ate good old marlin at Catalina.

Harley France got as far as Bakersfield, but had to return to the city. He has been in the hospital since. The boys wish you a speedy recovery, Harley.

Congratulations are in order for Walter and Mrs. Reece who, on August 17th celebrated their Golden Wedding Anniversary. This is an event all look forward to but few attain, and we want you to know Walter that the boys extend the old glad hand to you and the Mrs.

When the boys on the graveyard shift call the load dispatcher they certainly miss the pleasant voice of a swell fellow—Rhoads. Wally resigned to accept a position with Curtiss-Wright, aeronautical concern in St. Louis, this job culminating years of study including a course at Cal-Tech. Good luck to you, Wally.

ANNIVERSARY LUNCHEON

A luncheon was held August 19 in Mr. Canning's office celebrating the 18th anniversary of the L. A. M. C. A short speech was made by Mr. G. P. Dickerman. Lunch was prepared by Miss Cohen, consisting of coffee, sandwiches, and a beautiful cake that was cut by Mr. Patton. The meeting and refreshments were enjoyed by all. Those attending were: F. C. Patton, G. R. Troutwine, G. P. Dickerman, E. B. Logsdon, W. R. Terry, F. J. Musselwhite, N. K. Miller, M. A. Tudor, W. A. Baker, A. C. Tieman, H. H. Jackson, R. L. Woodrow, H. Fosberg, G. Vollmer, and Miss Cohen, Miss Williams, and Miss Parmele.

Virgil & Santa Monica Coach



L. S. HENDRICKS

Operator R. A. Brown will soon be among the Valley residents listed at L.A.M.C. as construction on his new home starts soon.

Operator D. A. Sporman is very busy these days getting everything in line for construction of his new home near 39th Street and Crenshaw Boulevard.

Operator W. J. Newell and family vacationed at San Francisco and took in the Fair.

Virgil's golfing Operators Gilland and Winters requested this space to challenge any employes of L.A.M.C. L.A.Ry., or P.E. to a golf match to be held anytime or at any course. "?"

Operator Bill Lane who has had a very long siege of illness at St. Vincent's and at home, visited at Virgil Trainroom Wednesday, August 14. Bill received warm congratulations from operators present.



"He does the cutest things!"

National Defense has become quite a topic around Virgil trainroom. This brings a question of just how many organizations that can boast, that out of 150 employes (original Virgil Division), nearly 100 of these are ex-service men consisting of a captain and three first lieutenants, who are on duty at present.

Operator D. T. Bauman, 1st Lt., Artillery, was called to active duty at Ft. Lewis, Washington for not less than one year. U. S. Army sent pursuit plane to fly Lt. Bauman to Ft. Lewis. Operator S. D. Warren, 1st Lt., Medical Corps, called to active duty at Fort Rosecrans, San Diego. 1st Lt. Warren was promoted to Captain before examining board at time of call. Mechanic Geo. Holden, 1st Lt., National Guard, 160th Infantry, to duty with National Guard. Operator T. F. Hoyne, 1st Lt., advanced to Captain, National Guard, to

duty with 160th Infantry. Operator A. J. Wycoff, 1st Lt., to Fort Lewis, Washington for training duty.

Operators Stanton and Duggan have returned to duty after a long siege of illness.

Operators on sick leave from Virgil are Atkins, H. A., Hancock, C., Hartman, W. H., Lane, W. C., and Stubberfield, B.

Vacationing are Operators K. E. Funk, J. Friel, H. L. Ried, D. C. Hull, and W. G. Kaufman.



16th Street Coach

CHARLES H. HARDY

Reports from our vacationists show that the National Parks and fishing are the main attractions of the season. E. M. Welch and his wife enjoyed a trip to Yosemite but

almost ruined a nice vacation by trying to catch up with the chores on their return home.

A. G. Cooper also took his family to Yosemite and reports a fine road between Fresno and the Park. Marshall Chamberlain visited the Grand Canyon and the Carlsbad Caverns and toured through Texas, covering about 4500 miles. J. M. Hunt's vacation was spent among the Redwoods. M. Fisher drove to Cleveland where he visited the Twin Coach and White plants and inspected the Cleveland Railway's new coaches. H. T. Megil, who vacationed at Bishop, is an honest fisherman. He admits catching only one fish. O. S. Flynn returned with his sister and family from a trip through Oregon, Grants Pass, and Sequoia. Operators W. C. and F. W. Stange, father and son, enjoyed good fishing at Big Bear. Young Stange put the finishing touches on the vacation by going deep sea fishing and returning with all he could carry. A car loaded with four Acres returned from San Antonio in 26 hours. R. W. Acres, on a vacation trip with his family, brought back his father to live here. Due to hot weather they hurried home.

D. L. Ladhoff spent his vacation with 36 Scouts at Big Pines hiking, swimming, eating and sleeping. He also supervised the Scouting program and attended a training course. Another certificate was awarded him toward the Scoutmaster's Key which is the highest award given a Scoutmaster. M. G. Davis vacationed with his family around Colorado Springs and fished at Grand Junction. His 10-year old daughter, Betty Jo, caught a 14-inch Rainbow Trout, the biggest of the catch. E. J. Randles prefers salt water fish. He recently caught a rowboat full of fish off White's Point. Propped up in the boat all day with his bare feet in the sun, he received burns which prevented him from wearing shoes for two days.

F. O. Cassidy was so proud of his

new leather case that he had to come down to the Division on his day off to show it to the boys. Mr. Patton, who did not recognize Cassidy in his Sunday suit, informed him that solicitors were not allowed on the premises.

A baseball game between this Coach Division and the Shell Oil team resulted in a 17 to 1 victory for the Coach boys. This score was made possible by Orville Murray's superb pitching and home runs by Messrs H. Little and Carl Smith. The team also defeated the San Fernando Athletic Association Team on August 18 with a score of 14 to 7. C. Smith drove out his second home run in two Sundays. J. Braund also hit for the circuit.

New men in this Division are: J. H. Maulhardt, L. K. Walker, G. J. Scott, A. J. Manz, J. L. Hadley and M. L. Mariscal. Those being instructed on Wilshire are H. R. Harrington, J. J. De Loughery, M. J. Bartel and A. J. Weir.

GARAGE

E. K. Harris took his family on a vacation trip through the southeastern states covering about 4500 miles. In Oklahoma he took on a tankful of half and half—half gas and half water. After taking the motor apart he decided to drain about 11 gallons of the mixture from the tank. A rain storm that day had apparently saturated the service station. Sam Turner returned from what he termed the best vacation in years. The perfect trip was made through Washington and Oregon. The San Francisco Fair attracted our office force. Virginia Blue returned from the Bay region much enthused. Frank Rowbottom, it was reported, was also visiting the famed Treasure Island. D. J. Sullivan did not go to Sequoia as planned but decided to spend his vacation in a dentist's chair. What

a choice! Mr. and Mrs. Erland Hansen returned from a second honeymoon spent in Wisconsin. Jack Savage enjoyed a trip to Yosemite with his family. It was reported that the house trailer was such a drag on his car that he had to wire the car doors to keep them closed. It must be admitted however that this information was received from a rather unreliable source. John Sturm made his annual trek to Yosemite as has been his custom for almost two decades. Bill Aldrich also took his family to this favorite playground.

We offer our deepest sympathy to Ed and Fred Hall who suffered the loss of their father and also to Bob Jeffrey whose mother passed away recently.

D. A. Overturf invites all of his old friends to visit his new home and meet his brand new baby daughter. The address is 209 W. 101st Street.

A few cents placed in our Credit Union each payday will insure against those emergencies which come up unexpectedly and not covered by our Medical Plan or other insurance.

Percy Marsh, our youthful looking grandfather in the Storeroom, proudly reported the arrival of his first grandson. Percy is the proud father of three daughters and also the grandfather of two little girls.

E. K. Harris' son Lloyd won a brand new Chevrolet at a theatre drawing recently. We wonder if E. K. is taking any lessons on backseat driving.



L. F. SPARKS

Vacationists continue to go and come and their vacations are more or less of a pattern. Sam Bevilacqua went to Catalina and put in a lot of time fishing. Elmer Mitchell went to Anaheim Landing and coast

resorts, fishing. Otto Johnson took in Lake Henshaw and Lake Sherwood, Louie Schmidt at Lake Arrowhead and Al Gettinger, Lake Tahoe and the Bishop country, fishing. Wonder where fishermen spend their vacations? I suppose they come to town and ride the street cars.

The Ways and Structures Department extends sympathies to Nels and Bill Lane for the loss of their father.

Tracks are still being removed from the West Eleventh and Olympic line and repairs are being made on City Terrace, Hawthorne and South Broadway lines.

Hey fellows!! Remember your Federal Credit Union. It offers a three-fold purpose for its members, savings at a substantial rate of interest, a handy loan service for those emergency cases and improvements of the home, and last but by no means least a chance to make cash purchases of all types of merchandise at a price worth while.

The Off-Street Terminal on Whittier and Brannick is under the daily care of old timer Juan Sotello with 45 years' service. Juan keeps the place swept clean and the rails oiled and is a familiar sight to the passenger of that line.

OBITUARY

The wife of George S. Hammon, Flagman, Transportation Department, died June 29, 1940.

APPRECIATION

An acknowledgement of appreciation for the thoughtful expressions of sympathy extended to them in their bereavement has been received by the company from Mrs. Evelyn Hansen, Mr. Theron Hansen and family, and Mr. Harry L. Hansen and family.

PENSION ROLL

Clarence Smith Haldeman, Watchman, Transportation Department, was placed on the Pension Roll, effective July 26, 1940. Mr. Haldeman entered the service as Motorman, Division 2, August 3, 1904, and

has worked as Flagman and Watchman since November 4, 1926. His present address is 321 W. 41st Place, Los Angeles, Calif.



CONGRATULATIONS TO:

James Warren, born to Conductor (Division 5) and Mrs. W. W. Breece on July 2.

Raymond Glen, born to Conductor (Division 5) and Mrs. L. G. Drake on July 17.

Carol Lee, born to Coach Operator (16th Street) and Mrs. B. F. Wallen on July 27.

Joseph Wesley, born to Conductor (Division 1) and Mrs. W. H. Dyson on August 1.

Barbara Lynne, born to Serviceman (16th Street Garage) and Mrs. D. A. Overturf on August 8.

BELLS

Coach Operator E. L. Welch (16th Street) married to Miss Myra Lee Wood of Roanoke, Virginia, June 20.

Conductor H. Van Unen (Division 1) married to Miss Della Moor on June 23.

Conductor C. G. Wells (Division 5) married to Miss Elsie Hazel Cooper on July 19.

Conductor M. W. Whitney (Division 3) married to Miss Leona E. Kalk on July 27.

Conductor W. K. Nichols (Division 5) married to Miss Helen Stevens on August 4.

Coach Operator C. H. Bull (Virgil) married to Miss Violet C. Olsen on August 9.

Coach Operator Robert D. Fox (16th Street) married to Miss Alverda Houston on August 10.

Motorman J. Edwards (Division 1) married to Miss Alice Loessner on August 24.

SOFTBALL SOFTBALL STANDING —Second Half—

	Won	Lost	Pct.
Electricians	4	1	.800
Coach Cleaners	4	1	.800
Division 4	3	2	.600
South Park	2	2	.500
Garage	0	3	.000
16th St. Coach.....	0	4	.000

THE second half of the Softball season ended with the Coach Cleaners and the Electricians tied for the lead. As these two teams also were tied for first along with the Garage in the first half, and the Garage since dropping out, the only play-off necessary was the scheduled three games to determine the final winner. We are sorry that Two Bells had to go to press before the final play-off game. However, up to that time each team had won one game, the Coach Cleaners the first by the score of 14 to 10, and the Electricians poured it on in the second game, 23 to 4.

The 1940 season just ended left all the softball fans with plenty of enthusiasm and high hopes for an even better league next year.

SOCCER

Recently the Soccer Club held a banquet to elect new officers and make plans for the 1940-41 season. Finishing second last season they feel confident that with a few positions bolstered a little they can carry away the bacon this year. The meeting was presided over by Shelby Brown, President.

Peter Vanderplas of Division 1, Mechanical, and Hugh McNair were singularly honored by being presented with certificates in honor of being selected as members of the All-Star City team.

New officers elected for the coming year were: H. P. Eimer, president; W. H. Lippiatt, vice president; B. E. Timbs, secretary-treasurer; S. C. MacKenzie, manager and coach; and F. Buhrman, trainer.

H. E. Jordan, J. T. Watts, E. E. Kenway and J. W. Murray were elected honorary vice presidents.

LAUGHS

In This Issue

What Does Citizenship Mean to You?	2
Here and There in China	3
Chest Volunteers Sought	4
Operating Results—July	4
Clubs and Vets	5
Library Notes	7
Commendations	8
Right Mental Attitude Forms Correct Working Habits—By J. Collins, Supervisor of Safety	10
Fire Safety in the Home	11
Operating Suggestions	11
For the Ladies	12
Around the Divisions	14
Personnel News	22
Sports	22

Mr. Henpeck (to boss)—“Sir, I think it’s about time I got a raise.”

Boss — “What are you talking about? We just put a raise in your envelope last week.”

Mr. Henpeck — “Why doesn’t my wife tell me these things?”

* * *

A negro, the father of twelve children, all rocked in the same cradle, was putting his latest arrival to sleep.

“Rastus,” said his wife, “that cradle’s just about wore out.”

“Hit sho’ is,” replied Rastus. “Next time we’ll get a good one that’ll last.”

A city chap was taking a country girl for a ride in his car. Lowering a window, he said, “Does that air bother you?” She looked at him dumbly for a moment, then asked, “That air what, Bill?”

* * *

“A sultan at odds with his harem Thought of a way he could scarem.

He caught him a mouse—

Set it loose in the house,

Thus starting the first harem scarem!”—Ex.

* * *

A man noticed a woman whom he disliked coming up his front steps. Taking refuge in his study, he left his wife to entertain the caller. Half an hour later he emerged from his retreat, listening carefully on the landing, and hearing nothing below, called down to his wife: “Has that horrible old bore gone?”

The objectionable woman was still in the drawing room, but his wife was equal to the occasion.

“Yes, dear,” she called back, “she went long ago. Mrs. Parker is here now.”—Exchange.

* * *

“Curiosity is always dangerous.”

“Why? What does it lead to?”

“In this case it leads to turn-
ing the page upside down.”—M.

* * *

Indignant Customer: “Really, Mr. Gubbins, you get dearer and dearer every day!”

Grocer: “Not so loud, Mum. My wife’s powerful jealous.”

* * *

Ad in English newspaper: “He’s probably dead now, but if not, I should like the motorcyclist who cut in between my car and a coach near Pothill on Sunday to know that his survival owes nothing to my good wishes.”

* * *

“What does a bride think when she walks into the church?”

“Aisle, Altar, Hymn.”

* * *

A sailor, away on a long voyage, received a letter. Opening it, he took out a blank sheet of paper. His pal remarked: “Hey, Bill, wot’s the bloomin’ idear of the blank pyper?”

“Gorblime,” said Bill, “that’s a letter from ’ome. Me and the missus ain’t a-speakin’.”

Needed

“My dear, those cakes of Mrs. Smith’s at tea were hard as iron.”

“Yes, I know. I suppose that’s why she said, ‘take your pick,’ when she handed them around.”

* * *

G-Man: “He escaped? That’s terrible. Didn’t you obey my orders to guard all exits?”

Village Cop: “We certainly did, but that slicker must have slipped through one of the entrances.”

* * *

“Liza, you remind me fo’ all the world of brown sugar.”

“How come, Sam?”

“You are so sweet and unrefined.”

* * *

One: “What does your son do in your store?”

Two: “He sells toys and pets in the basement.”

One: “What a way to learn a business.”

* * *

Prof.: (to unruly Freshman) “Tell me, sir, what has become of your ethics?”

Frosh: “Oh, sir, I traded it in long ago for a Hudson.”—Ex.

* * *

“Here comes the parade. Where’s Auntie?”

“She’s upstairs, waving her hair.”

“Goodness, can’t we afford a flag?”

* * *

A golfer was driving off about a foot in front of the teeing mark. The club secretary happened to come along.

“Here!” he cried indignantly. “You can’t do that! You’re disqualified.”

“What for?” demanded the player.

“You’re driving off in front of the mark.”

The player looked at him with pity. “Away with you!” he said tersely.

“I’m playing my third stroke!”

* * *

Girl customer—“Does this lip stick come off easily?”

Cosmetics clerk—“Not if you put up a fight.”—Ex.

* * *

Kind gentleman, to little boy eating an apple: “Look out for the worms, sonny.”

Boy: “When I eat an apple, the worms have to look out for themselves.”

