

TWO WORLDS



VOL. 22
June 1941
NO. 5



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Women's Page.

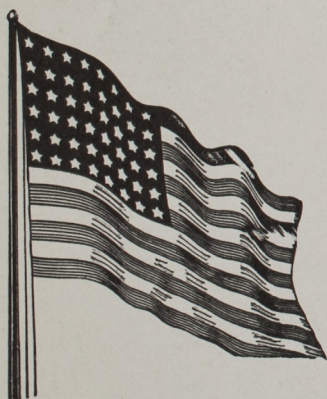
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EMPLOYEES CALLED FOR MILITARY SERVICE

Month of May—1941

Name	Occupation
W. I. Manley	Con.—Div. 1
E. R. O'Neill	Con.—Div. 1
L. M. Hembd	Mot.—Div. 3
H. L. Speed	Con.—Div. 3
G. W. Segelke	Con.—Div. 4
C. W. Hannon	Con.—Div. 5
D. F. Albert	Mot.—Div. 1
M. J. Foley	Con.—Div. 5
G. F. Axtell	Temp. Serviceman—Dept. 18
E. R. Parker	Operator—Motor Coach Div.
R. S. Hodge	Operator—L.A.M.C. Co.

MOUNTAIN VACATION FOR REST AND RECREATION

CITY CAMPS OFFER INEXPENSIVE OUTINGS

After a busy year, most people need to let down, find relaxation, rest, and recreation in a complete change of scene in order to make the most of their annual vacation.

This summer Southern Californians will again find it possible to enjoy outings in some of the most picturesque areas of the San Bernardino Mountains and the High Sierras, through the inexpensive vacation plan arranged by the municipal Playground and Recreation Department.

At Camp Seeley in the San Bernardino and at Camp High Sierra in the Sierra Nevadas, the same low non-profit rates in effect the past several years will be continued this summer, despite increased cost of food and other services. This is being done in order to encourage mountain travel to these municipal vacation centers by the general public.

Both camps are to begin their summer outing season on July 3 and continue through to September 10.

Camp Seeley is situated 75 miles east of Los Angeles and is reached in a two and one-half hour drive by way of San Bernardino and the Rim O' the World Highway. It has an altitude of 4500 feet amid the pines and fragrant cedars on the north slope of the San Bernardino range, ten miles east of Lake Arrowhead and a mile and one-half from picturesque Lake Gregory.

Accommodations at the camp include comfortable sleeping cabins or housekeeping cottages, and appetizing meals cooked family style are served in the camp dining hall. There are a swimming pool, tennis courts, sports facilities, and a recreation lodge where evening entertainment, dancing, and other activities are carried on.

The rate at Camp Seeley, including meals and lodging, is \$2.20 per day or \$14.00 per week for adults, and children's rates vary according to their age.

Camp High Sierra is situated 338 miles from Los Angeles in the Mammoth Lakes region of Mono County, at an altitude of 8400 feet. It can be reached in an eight hour drive by way of Mojave, Lone Pine, and Bishop.

The majestic scenery of this region and its opportunities for fishing and other sports make it particularly attractive.

Outings here are all on the American plan, including meals and sleep-

ing accommodations in private cabins. There is a recreation lodge for social and evening events, which are held nightly.

At Camp High Sierra the rate is \$2.75 per day or \$17.50 per week, with children's rates lower according to their ages.

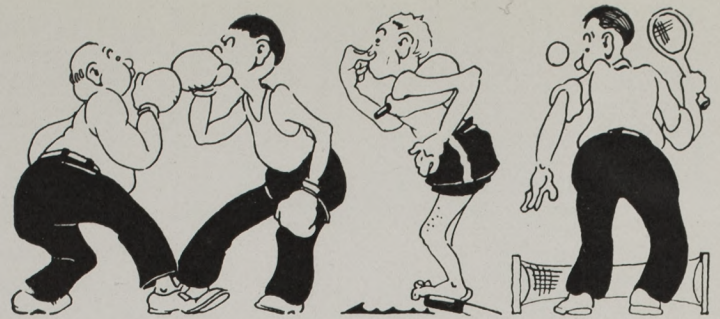
There is bus service to either Camp Seeley or Camp High Sierra for those who do not go in their own cars.

Complete information and advance reservations may be obtained at municipal camp headquarters in the Playground and Recreation Department, Room 305, Los Angeles City Hall.



Vacationists at Twin Lakes

SPORTS



BASEBALL

The various teams in the L. A. Railway Baseball League are all playing very good ball so far this season. At this time it looks as if the final play-off will be between Vernon and Coach. Last year's champs, South Park, lost their star pitcher and seem well out of the running. Division 1 will no doubt end up in the playoff with Divisions 3, 4 and 5 battling it out for the fourth team.

Coach Wins Opener

Pitching four-hit ball, Murray led the Coach team to victory over last year's champs by the score of 6 to 1. Coach got 6 of their 8 hits in the 6th inning to score 5 runs, putting the game on ice.

	R	H	E
South Park	1	4	4
Coach	6	8	0

Batteries: Marsden and Oliveri; Murray and Ballenger.

Vernon Defeats Division 1

Sanson of Division 1 got 3 hits for 5 but they were not enough to make up for his team's 5 errors and timely hitting by Vernon, who won the game, 6 to 4. Mathas and Means both stole home during their 4 run scoring spree.

	R	H	E
Vernon	6	8	1
Division 1	4	9	5

Batteries: Mendez, Saiza and Quihuis; Means and Tracy, O'Neil.

4 Fumbles Game to 3

Division 3 with 4 errors, against Division 4 with 8 errors was the difference between these two teams in a comedy of miscues which 3 won by the score of 6 to 3. Each team collected 9 hits. Vance of 4 struck out 10 men.

	R	H	E
Division 3	6	9	4
Division 4	3	9	8

Batteries: Christensen and Bestwick; Vance and Stevers.

Coach Wins 10 to 3

Hitting the ball hard all afternoon Coach amassed 11 hits and 10 runs to whip Division 5 by the score of 10 to 3.

	R	H	E
Coach	10	11	1
Division 5	3	8	8

Batteries: Murray and Ballenger; Landreth and Templin.

1 Sinks South Park

Division 1 scored 15 runs on 16 hits and 8 South Park errors. Sanson of 1 faced pitcher Marsden 7 times and landed on base each time, one being a home run.

	R	H	E
Division 1	15	16	2
South Park	3	8	8

Batteries: Means and Tracy; Marsden and Oliveri, Arnold.

5 Loses to Vernon

After scoring 4 runs on 6 straight hits in the first inning, the Vernon team was able to outlast 5 to win a hard fought game, 5 to 3. Pitcher Burgos of Vernon gave up 7 hits.

	R	H	E
Division 5	3	7	0
Vernon	5	11	1

Batteries: Templin, Landreth and Burlingame, Templin; Burgos and Quihuis, Villalobos.

Little Homes As Coach Wins

Hitting a home run and triple, second baseman Little's big club helped Coach shade Division 3 by the score of 7 to 6. Coach continued their heavy hitting, getting 15 hits to Three's 6.

	R	H	E
Coach	7	15	3
Division 3	6	6	1

Batteries: Murray, Croft and Ballenger, Smith; Christensen, Woodward and Bestwick.

Division 4 Wins

Pitcher Vance was finally rewarded with a victory after pitching swell ball so far this season. He struck out 10 shopmen and collected 4 hits to help insure the win. McTaggart of 4 hit a home run.

	R	H	E
Division 4	12	17	1
South Park	8	14	7

Batteries: Vance and Stevers; Burgess and Arnold.

LATE FLASH!

June 2nd Scores:

Vernon 7; Division 1 7
 Division 4 ... 3; Coach 15

TEAM STANDING

June 2, 1941

	Won	Lost	Pct.
Coach	4	0	1.000
Vernon	3	0	1.000
Division 1	2	2	.500
Division 3	1	2	.333
Division 5	1	2	.333
Division 4	1	3	.250
South Park	0	3	.000

Despondent Patient: "Here I am in the prime of life with a chronic illness. Think of it, doctor! What could be worse than diabetes at 35?"

Doctor (with his mind on the ticker tape): "H'mm. How about Northern old at 5½?"

She: "Did anyone ever tell you how wonderful you are?"

He: "Don't believe they ever did."

She: "Then where'd you get the idea?"

SOUTH PARK SHOPS

Front row, left to right: Oliveri, Burgess, Arnold, Kelsey, Ormston.

The little lady in front is mascot Carol Ann Arnold.

Back row, left to right: McKensie, Greene, Marsden.



DIVISION 1

Front row, left to right: S. N. Duncan, J. Hearn, A. J. Lewis, M. A. Taylor, E. J. Sanson.

Back row, left to right: R. B. Means, A. J. Tracy, A. R. Burk, A. Mathis, W. Jones, J. R. Theriot, J. R. Butler.

DIVISION 4

Front row, left to right: S. W. Russell, D. S. Rasmussen, H. W. McTaggart, C. L. Giese. Mascot Johnnie Curry sits in front.

Back row, left to right: W. W. Vance, I. W. Barricklow, B. K. Gaedke, H. M. Schenck, L. W. Tietgen, W. J. Curry.



'WAY BACK WHEN

OR GIDDYAP NAPOLEON OR WE'LL MISS THE TRAIN

WHEN—In 1879, J. S. Slauson, one of the owners of the East Los Angeles and San Pedro Street Railway, was called before the City Council to explain why the road was not operating, he reported that the line had been called a nuisance, gave the history of the road, told of its operating obstacles, and asked for permission to abandon the line. When questioned as to why the company was not running a car daily as per a previous order from the council, Mr. Slauson heatedly remarked, "We have made every effort to comply with the honorable council's orders. After repeated attempts to operate this line ourselves, as a last resort we made a deal with one of our drivers whereby we were to grease the car each week, to furnish hay and oats for the mules, to furnish car barn and lodging facilities for mules and man, and pay a salary of twenty-five dollars per month *plus* all the receipts which he took in in a futile effort to keep the line going. Your Honor, the driver gave up this job in a very short time."

In May, 1880, the tracks of the East Los Angeles and San Pedro Street Railway were removed from the streets.

WHEN—in 1875 in order to keep abreast of modern trends and to compete with the Spring and West Sixth Street horse car line, which had been showing good returns, the Main Street and Agricultural Park Railway purchased the latest design in horse car vehicles. The cars made outside the city, presumably in San Francisco, were equipped with all the latest of improvements. A press notice of July

Seventh states, "The Main Street and Agricultural Park new horse cars are now making regular trips causing considerable comment. They are little beauties and work to a charm. This road will prove the opener to improving a large zone of the City. Riders are thrilled with the very fine workmanship of these cars and are amazed at the ingenious patent money boxes which permits every passenger to pay his fare without the assistance of conductor or driver."

WHEN—in early cable car days, it was customary for regular patrons of the line to wait for the car only

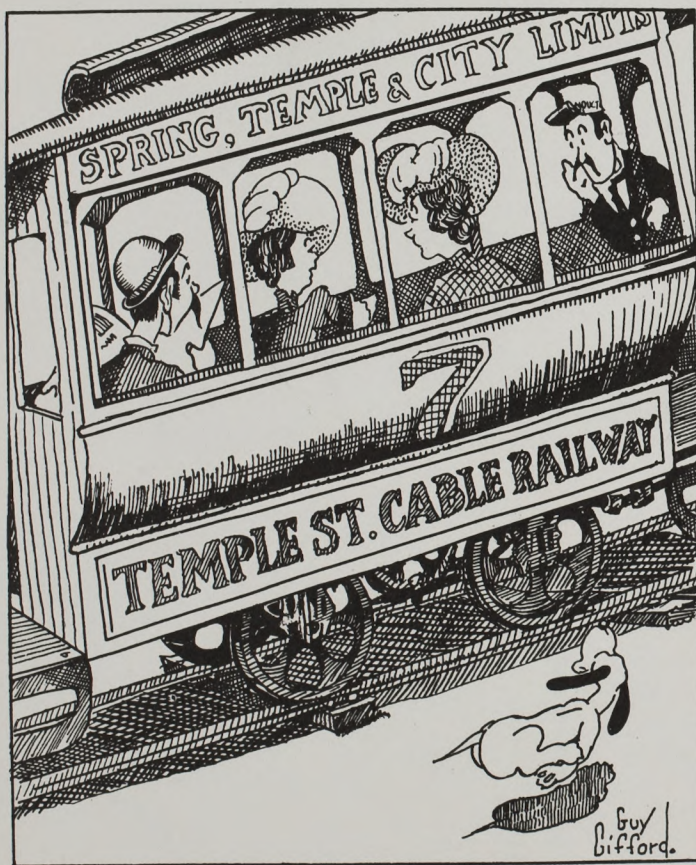
over two hours indicated that the line might be shut down for some time as was the case on February 28, 1888. On this occasion, the cable of the Second Street Cable Railroad broke after the wear and tear of one year (oftentimes pulling as high as a thousand passengers daily) and was in such condition that it could not be spliced. This was tragic as a new cable was somewhere enroute from the East. To the delight of the harassed passengers, the cable arrived three days later. But their joy was short-lived. It required eight days to haul it to the power house located at Second and Boylston Streets. The chief delay was caused by the swampy condition of the street at College and Alameda where the dray carrying the heavy cable sank past the hubs with every move.

After drafting all the available teams in the City, plus the advice of onlookers (not drafted but always available) together with colorful language of the drivers, the cable was finally dragged to the power house. The service was resumed on the Eleventh of March, a brief delay of twelve days.

Passengers took such delays as a matter of course.

WHEN—in 1883, owners of competing lines often came to near blows over franchise extensions and right-of-ways as they vied for the patronage of the then rapidly growing Los Angeles. One interesting

note is a controversy between the City Railway Company and the Spring and West Sixth Street Railway over an extension which the City Railway was building to run



"The silliest thing I've heard is the talk about laying a cable across the Atlantic! Heavens! Who'd want to go to Europe in a cable car?"

a couple of hours before giving up hope for its arrival and then harness the horse and drive to town, or if they didn't own such a conveyance they walked. For a delay of

from the Plaza via Main Street, thence to connect with their other line running between New High and Short Streets to San Fernando Street. When this extension reached the Plaza, the Spring and West Sixth Street people enjoined the line to prevent further construction north of that point. The City Council was brought to the rescue of the City Railway and commenced action on August 24 to cancel the Spring and West Sixth Street franchise north of the Plaza unless they retracted their injunction. This had the desired effect and the new horse car line was completed.

A newspaper story of October 24 carried the matter slightly further and relates, "some infamous wretch on Monday night sneaked into the car house of the City Railway Company at Twelfth and Olive Streets and shaved the tails of fourteen fine horses."

WHY IS IT?

Why is it, that at all parades

I ever go to see,

The music always has to stop

Before it gets to me?

The leader swings a huge baton,

As down the street he comes,

But as the band goes marching
past,

They only beat the drums.

And when they all get safely by,

To where I can not hear,

Right lustily they toot their horns,

But never when they're near.

—W. Y. Stearns (Virgil).

TRADING POST

FOR SALE—Public Address System, practically new, and a 50-60 cycle Victrola, all for \$40.00; also a late model Philco radio, equipped for making your own records; take up and finish paying the contract in monthly payments. Roy M. Blaize, Carpenter Shop, South Park Shops.

WANTED—Outboard Motor, cheap. Joe Covington, 239 W. 51st Street, Phone CE. 2-7376.

FOR SALE—1936 Plymouth De Luxe coupe in first-class condition. Radio and heter included. \$300.00. Call E. C. Brown, Station 351.

LIBRARY NOTES . . .

NEW PAMPHLETS

COMPREHENSIVE PLAN OF MOTORWAYS FOR DETROIT. Michigan State Highway Department. The broad outlines of a plan of modern motor ways affording safe, fast, unobstructed movement on principal routes of travel.

DIGEST OF THE PURPOSES OF FEDERAL AGENCIES. U. S. Information Service. Gives the authority for the establishment of government agencies and describes the purpose of each.

GUIDE BOOK TO DEFENSE. (Reprint from Business Week). Tells how to do business with the government under the defense program.

HANDBOOK OF NATIONAL DEFENSE PURCHASES. 2d. ed. L. A. Chamber of Commerce. May, 1941. A brief manual of the national defense purchasing organizations and methods. Tells how and where to sell to the Army and Navy, main features of priorities, brief summary of price control developments, etc.

HYDRAULIC TORQUE CONVERTER. (Industrial). Twin Disc Clutch Co. Describes the first of a line of hydraulic units.

NATIONAL FORUM ON BUS FUELS AND LUBRICANTS. American Transit Association. The complete proceedings of the National Forum on Bus Fuels and Lubricants held at Detroit on February 17-18, 1941. Discusses copper-lead bearing corrosion, oil and air filters, oil and fuel pumps, octane rating of gasoline, etc.

NATIONAL RESOURCES COMMITTEE: "Since Yesterday in the Pacific Southwest." A memorandum on the growth and changes in the southwest.

"Trends and Distribution of Incomes in the Pacific Southwest."

"Trend and Problems of Urban Population Growth in California."

"Urban Planning and Land Policies." A supplementary volume to "Our Cities—Their Role in the National Economy." Describes planned communities urban living conditions and urban land policies, being an examination of land problems of cities in this country.

PRIORITIES AND DEFENSE. Office of Production Management. Tells what priorities are, priorities instructions, preference rating certificates, prior-

ities duties and functions and related information.

PROCEEDINGS OF THE INSTITUTE OF TRAFFIC ENGINEERS. 1940. Partial contents: Are traffic engineers too concerned over safety?; highway transport systems for metropolitan districts of the future: the present challenge of traffic accidents; new developments in signs, signals, and markings; parking requirements; new developments in public opinion measurement.

REVIEW OF RAILWAY OPERATIONS IN 1940. Association of American Railroads. Under stimulus of war purchases railway traffic and earnings in the United States showed almost consistent increases throughout the year 1940.

TRANSIT FARES IN AMERICAN CITIES. A.T.A. Bulletin. April, 1941. Tabulation and resume of fare rate information reported during the period from January 1 to March 15.

WHEELS, HUBS, AND PARTS FOR TRUCKS, BUSES AND TRAILERS. Budd Wheel Co. The 1941 Budd dual catalog. Helpful in the selection of new equipment and servicing and replacement of old equipment.

FEDERAL EMPLOYMENT UNDER THE MERIT SYSTEM. United States Civil Service Commission. An explanation of the system.

NEW MAGAZINES

WESTINGHOUSE ENGINEER. Vol. 1, No. 1. Deals with engineering matters. Present copy includes the following: Direct-current welding with a transformer; Progress in atom smashing; Tomorrow's transformer today; New speed characteristics for wound-rotor motor; and New applications for secondary net-works.

Mastering Momentum

By
LEWIS K. SILLCOX

A condensed survey of the mechanics of train operation and train braking. Gives braking developments and braking problems. Includes descriptions of the methods employed in calculation of stopping time and distance curves as well as those involved in the operation of the brake itself. A section on street cars includes P. C. C. cars.

Dear Ladies

Here Comes The Bride



If your best girl friend decides to soon take the matrimonial vows, you, no doubt, plan to fete her with a bridal shower. For those of you who have not decided what to serve or have not planned the little essentials necessary, maybe you can use some of the following suggestions.



For favors, why not make candy bouquets. Use small colored candies, spiced opera drops or round sugar candies. Wrap in very thin wax paper, attach to wires and arrange in bouquets. Artificial foilage and lace paper may surround the tiny bunches, and have three or four ribbons stream down to give that complete effect. If all the guests sit at one table, you could use a centerpiece of large, vari-colored gumdrops, stuck on paper covered wires. The large flat ones may be used for flowers with narrow leaves of the green, pencil-shaped gumdrops. The small individual bouquets, mentioned above, can be placed at each plate.

After luncheon give to each guest a tiny paper bag or a miniature shopping basket, and stage a "Recipe Contest." Have hidden about the house, cards with names of ingredients on them, such as "1 cup of flour," "1 pound of sugar," "a pinch of soda," "some ginger," etc. At a given signal everyone hunts for these cards and puts them into her bag or shopping basket. Have plenty of staple articles included among the names. After the cards are all gathered, ask each guest to compose a recipe from her ingredients. The one who makes the best one gets a prize—the best in this case being either the most plausible or the most amusing. If you wish, put the recipes on display and let the guests judge for the prize.



A lot of fun in "bringing on the gifts" is to obtain about six or eight penny balloons, and have as many places to hide gifts as there are balloons. Blow up the balloons and in each one insert a small piece of

paper with two or four lines of "home made" verse describing where the honoree may locate her gifts; such as "If in condition, willing and able, please cast a glance under nearest table." The funnier the verse the better. Tie the balloons together and tack them on wall or under archway within reaching distance. Give the bride-to-be a pin and let her pop a balloon, read the verse, which will tell where she may find the gifts. She then finds the gifts, brings them back and opens them. She may pop another balloon and go through the same procedure until all balloons are popped. You would be surprised how much the guests enjoy this, and it's easy to arrange.

Here is a menu that will please at any shower:

24-hour salad.

Thin bread and butter sandwiches, heart shaped.

Plain white cake, cut and frosted into individual squares with little red hearts for decoration or red frosting hearts made on top with a cake decorator.

Nuts in cups or baskets.

Coffee or punch.

24-HOUR SALAD

2 eggs, beaten
4 tablespoons vinegar
4 tablespoons sugar
2 tablespoons butter
2 cups white cherries, cut in halves
2 cups pineapple, cut in pieces
2 oranges, cut in pieces
2 cups marshmallows, cut in pieces
1 cup cream, to be whipped

Put eggs in double boiler and add vinegar and sugar. Cook and beat constantly until thick and smooth. Remove from heat, add butter and cool. When cold, fold in whipped cream and fruit mixture, turn into ring mold and put in the refrigerator for 24 hours. When unmolded, fill the center with inner leaves of lettuce and garnish around the outer edge with radiating segments of orange. This serves 12.

Book Notes...

IN THIS OUR LIFE—Ellen Glasgow—
467 pages. (\$2.50)

Queensborough is an imaginary Virginia town where Asa Timberlake lost his money but not his manners. His wife Lavinia developed a heart ailment and found Asa's conscience

her slave. Asa had plans of his own to carry out, but when his daughter asked if he would stand by her, he said, "I will Roy, as long as you need me." Freedom was just out of reach but never disappearing.

BLOOD, SWEAT AND TEARS—Winston Churchill—462 pages. (\$3.00)

The book is a collection of Churchill's public pronouncements from May, 1938, to February, 1941. Their simple eloquence helped cause a re-awakening of a people's faith. Some of his statements include those made when becoming Prime Minister, to the defeated French people, and to Roosevelt.

HILTON HEAD—Josephine Pinckney — 524 pages. (\$2.75)

Historical novel of Henry Woodward, a young surgeon in the wilderness called Carolina in the seventeenth century. Although a fiction book, Henry Woodward really lived as did other major characters in the book. When coming to the New World and learning of an expedition to sail the Carolina coast discovered by Captain Hilton, Woodward goes with the expedition and embarks on many exploits of his own. Woodward lives hard and dies young. He acquires wealth and fame. The author of the book, being a poet, writes with warmth and beauty of Woodward's two loves.

Lary Families Favorite Recipes

Bing Cherry Dessert

- 1 large can bing cherries (or large black cherries)
- 1 pkg. Philadelphia cream cheese
- 1 pkg. pecans
- 2 pkgs. cherry jello.

Drain cherries and save the juice. Seed cherries and fill with cream cheese which has been sweetened with a little sugar and moistened with a little sweet cream. Put a piece of pecan with cheese and close up the cherries. Dissolve jello with part water and use cherry juice for remaining liquid. Place cherries in sherberts and fill with jello, which is a deep purple color. When chilled garnish with sweetened whipped cream and serve.

Submitted by Mrs. W. J. Fisher,
wife of Sub-Foreman, W. J. Fisher,
Way & Structures Dept.

Wedding Salad

- 1 No. 2½ can pineapple
- ¼ lb. marshmallows
- ½ lb. blanched almonds
- 1 can white cherries or fresh white grapes

Dice above together.

Custard Part:

- 1 cup sweet milk
- 4 eggs yolks
- 1 tbs. Knox gelatin (soak 5 min. before adding)

Cook this together just until it boils. Cool and add juice of one lemon. Fold in one pint of whipped cream. Then fold in the fruit mixture and let stand in a cool place for several hours, preferably overnight.

Serve with whipped cream and a maraschino cherry, if desired.

Submitted by Mrs. Wayne Coker,
wife of Operator Wayne Coker,
Motor Coach Division.

Graham Cracker Apple Sauce Pie

- 2 cups crushed graham cracker crumbs
- ½ cup butter
- 1 egg white (slightly beaten)

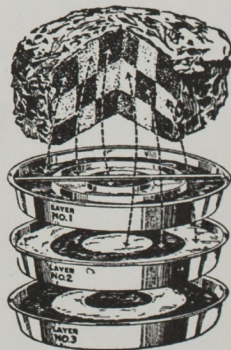
Mix the cracker crumbs and butter together until well blended. Drop in the egg white and mix well.

Butter the pie pan and pat this mixture on bottom and sides of the pan. Bake shell from 10 to 12 minutes at 300 degrees.

Pour shell full of apple sauce using only the coarse mixture, sprinkle with cinnamon or nutmeg, chill in ice box and serve with whipped cream.

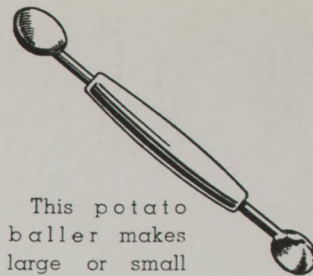
Submitted by Mrs. J. W. Hogan,
wife of Asst. to Engineer J. W. Hogan, Building.

What's New?



instructions and recipe for checkerboard cake.

If you would like something fancy in a cake, why not try these checkerboard cake pans. The set consists of three pans and a circular mould, packed in a printed carton which gives in-



This potato baller makes large or small balls. Diameter of bowls, 1½ and 7/8 inches. Length over all 7¼ inches. Comes in handy.



You can put this to good use in any kitchen. Will mix shortening, cream butter, separate eggs, remove eggs, corn on the cob, noodles, spaghetti, etc., from water, and will mash vegetables or fruits. Length, 10 inches.

Coffee Making

5 Essential Rules:

1. Measure both coffee and water accurately.
2. Time coffee-making carefully. Coffee should be in contact with water for a definite length of time, depending on the type and capacity of the coffee maker, as well as the strength of beverage desired. Stick to correct timing.
3. Keep coffee-maker clean. Coffee oils have a tendency to cling to the inner surfaces of utensils and eventually impart an undesirable flavor to the coffee brew.
4. Never boil nor overheat coffee. Coffee can be brought to a boil but should not be allowed to continue boiling. Boiling drives off the aromatic substances from coffee and is detrimental to quality of beverage.
5. Serve coffee as soon as possible after it is made. Cool coffee cannot be reheated without injuring its flavor. If necessary for coffee to stand for any length of time, the desired temperature can be maintained by placing utensil in a pan of hot water, putting it on an asbestos plate over a very low flame or just moving it to the back of the stove where it will keep hot without temperature being raised.

Best wishes,

Helen

Editor of
Dear Ladies.

Clubs and Vets

L. A. R. Y. WOMEN'S CLUB

By MRS. H. A. DEWEY

The Red Cross Auxiliary has been working steadily since the first of the year. The articles of clothing finished and returned to Red Cross Production Annex, January 14 to April 11, were 27 children's sweaters, 14 men's sweaters, 20 girl's wool dresses, 30 girl's wool skirts and 18 baby blankets. On May 8 another shipment included 16 ladies wool skirts, 3

men's sweaters, 12 children's sweaters and 1 lady's sweater, 8 baby night gowns, 10 baby dresses, 15 baby kimonos, 10 baby caps, 9 baby jackets, 4 baby crochet jackets, 5 baby blankets, 7 dozen diapers, 30 baby bands and 1 pair of booties that were donated. A number of partly finished garments will be ready soon. Five sewing machines, plenty of hand work and an excellent knitting teacher are waiting for willing hands.

Much credit must go to Mesdames E. V. Athenous, J. F. McCormick, Louise Thuney, Mary Watts, J. T. Watts, Elisa Long, A. Gongol, F. O. Rowbottom, R. F. Dwyer, A. C. Stover, B. E. Timbs, H. H. Jackson, M. M. Erskine, J. J. Inman, L. M. Coe, Estella Brown, C. L. Gerrard, L. B. Meek, S. T. Brown, L. F. Robinson, J. Luchetti, J. Redding, O. Schneider, Hetze, Seibert, N. E. MacKay, A. P. Rucker and H. W. Bailey for sewing and knitting. All yarn and materials are furnished by the American Red Cross. The ladies of our auxiliary add many dainty stitches of embroidery. Buttons, floss, tape and ribbons have been donated to finish the layettes. Now the supply on hand is about exhausted so on Saturday, June 14, at 8 p.m. there is to be a "Red Cross Benefit Party". There will be High Jinks, Cards, Bunco, and Chinese Checkers. Prizes and refreshments all for 25 cents a couple. Remember the date, June 14, in the club rooms.

At the end of the school semester, children over ten years of age are invited to join the Junior Red Cross, held every Tuesday. The children may come with their mothers and they will be taught how to knit and sew.

Odds and ends of yarn, no matter how small or what color, are needed in the Auxiliary, and we shall appreciate the donation of any scraps that you may have.

Symbolizing the benefits to be attained by working together, each officer, holding a link of an imaginary chain, came forward and joined their link to the rest of the chain as they were installed last month by Mrs. L. B. Meek.

Regular meetings of the club will be discontinued during the summer, but the Red Cross will continue meet-



"Two telegrams in one day! Lucky dog! One from the big job you were after and one from the draft board!"

RED CROSS AUXILIARY

Left to right: Mrs. Paul Brown, General Chairman; Mrs. J. M. Cook, Acting Assistant; Mrs. C. H. Lewis, Sewing Chairman; Mrs. C. Hendricks, Knitting Chairman; Mrs. C. A. Evans, Educational Chairman; Mrs. O. C. Schmokel, Supply Officer; Mrs. W. F. Ellis, Delivery Officer.



Right: Third shipment of articles made by the Red Cross Auxiliary.



NEW OFFICERS

New Women's Club Officers
Installed

Front row, left to right: Mrs. E. V. Athenous, Mrs. Shelby Brown, Mrs. E. J. Miller.
Middle row, left to right: Mrs. B. E. Timbs, Mrs. E. C. Stover, Mrs. J. T. Watts, Mrs. J. F. McCormick.
Back row, left to right: Mrs. H. A. Dewey, Mrs. A. P. Rucker, Mrs. L. B. Meek, Mrs. A. R. Hemm, Mrs. C. H. Lewis, acting for Mrs. W. G. Clardy.

WOMEN'S CLUB

Brunch and High Jinks, May 8

Front row, left to right: Mrs. J. W. Inman, Mrs. C. F. Carlin, Mrs. H. A. Dewey, Mrs. E. V. Athenous, Mrs. C. F. Thun.
Back row, left to rights Mrs. A. R. Hemm, Mrs. L. M. Coe, Mrs. J. F. McCormick, Mrs. E. J. Miller, Mrs. C. A. Evans, Mrs. J. T. Watts.



ing every Tuesday in the club rooms.

A gift prize to members who attended every regular meeting was presented to Mrs. F. E. Kimball, Mrs. E. J. Miller, Mrs. J. F. McCormick, Mrs. H. A. Dewey, Mrs. E. V. Athinous, Mrs. R. F. Dwyer, Mrs. L. B. Meek, Mrs. B. E. Timbs and Mrs. J. T. Watts.

Honorable mention was given to Mrs. F. O. Rowbottom, Mrs. A. P. Rucker, Mrs. L. M. Coe, Mrs. J. W. Inman, Mrs. C. A. Evans and Mrs. C. H. Lewis.

SQUARE AND COMPASS CLUB

By C. J. KNITTLE

Someone once said, "There's nothing new under the sun," but Billy Greenwood, Vice President of the Square and Compass Club, seems to have a bigger, better, and different method of getting the members out to the meetings. He sends them mimeographed letters on Club stationery. The message is hand-carved and delightfully interrupted with doodle bugs. By turning the letter side ways, upside down, and backwards, the members are informed that on the second Saturday evening of the month the Club will gather at Van's Cafe to enjoy a dinner of glorified corned beef and cabbage or other luscious "vittles." Knowing that the dinner will be followed by a fine show bill and a short, lively business session, the attendance is rapidly increasing.

Eighty-one members enjoyed the special banquet on Past Presidents' Night, May 10th. Large, tasty T-bones were the feature of the full course dinner. Ten past presidents followed up with brief, spicy speeches and Brother Billy Vejar M. C.'d an excellent program of patter, song, and dance artists. A talented male quartet, guests of Brother George Jameson, contributed a group of old-time medleys. The terrific applause literally shook the building.

So you see, brothers, that's what you missed if you were not there.

On June 14th, however, the Club will again meet at Van's Cafe, (9th and Hill), for a dinner of baked ham and sweet potatoes. This will be the last meeting until September. A very special program of entertainment has been arranged for the June meeting. Why? Because Vice President Billy Greenwood said, "It must be still bigger, still better, and still different."

AMERICAN LEGION AUXILIARY

By BETTIE L. LEASMAN

The Poppy sale is past, and we wish to thank all those who so very generously bought poppies. The sale was a real success.

On May 30, which was Memorial Day, both the Post and Auxiliary held memorial services for the comrades and Auxiliary members who have passed on. The Memorial services at the coliseum were very fine, and all should make every effort to attend as they are very instructive.

Soon we will be at the end of another school year and we will make school awards at Berendo Junior High School. The date will be June 27, but you will hear more of this program later. June 7 is the date for the Sons of the American Legion and the Junior Auxiliary girls to go to Torrance for an all-day meeting, parade and all the things that go to make a real day. Don't forget that June 4 is the date set for our Auxiliary to go to Mrs. Lona Davis' home at 3913 West 111 Street, Inglewood, and make up the year's report for the Auxiliary. All the chairmen must attend, so keep this date in mind.

June 11 is the date for the 17th District meeting at which time all reports must be in to the District for the year. This is very important. July will be election of officers for the Auxiliary, so come out to the meetings and see who the workers are, and then put those in office who will have the time that it takes to devote to the Auxiliary to make a very successful year.

RETIRED MEN'S ASSOCIATION

P.C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men's Association was held in Room 309, Los Angeles Railway Bldg., Thursday, May 8, at 2 o'clock P.M. with Vice-President W. G. Miller presiding. The following program was given: Miss Georgena Franz, grand opera singer, with a wonderful voice and personality, sang four numbers, and at the close, presented to the secretary a portrait of herself, on which she had inscribed: "To the Grand Old Men of the Los Angeles Railway Co. Yours for success and happiness. Georgena. 1941." Miss Helen Graff sang four numbers. Miss Ruth Burke, light opera and radio singer, gave three numbers. Ida and Ronald Marriott gave a comedy sketch, "Confessions," which was a good program by itself. Meeting adjourned for summer vacation, and the next meeting will be held September 11, same hour and place.

We have had many excellent programs during the past year, donated by the best talent to be had in the city just through kindness and love of humanity. We want to thank all who have made our meetings a success, and especially would like to mention the kindness of President Harris and the different departments who have so spontaneously and courteously given their services and willingness to help in every way possible, for our enjoyment and pleasure, during the past. On behalf of the Retired Men's Association, again we thank you.

VETERANS' CLUB AUXILIARY

By MARIE FREIVOGEL

On the evening of May 13, in Patriotic Hall, 1816 South Figueroa Street, a party was held celebrating the eighth year of the organization of the Auxiliary. Many guests were present and were introduced.

Our special guests of honor were Mrs. Irene Burgoon, the auxiliary's "adopted mother," the following past

presidents: Alice L. Deane, 1933-34; Isabella M. Hoyle, 1935; Amy Jackson, 1938; Esther L. Williams, 1939 and 1940; and the following charter members: Nelle Barkley, Alice L. Deane, Isabella M. Hoyle, Amy Jackson, Esther L. Williams, and Esther L. Wickham. Each guest was presented a gardenia corsage.

All 1941 officers were present with the exception of Jo. Clark, treasurer, and a past president, who was visiting in Chicago, Illinois.

The birthday tables were beautifully decorated with flowers and birthday candles. Small tapers in gum drops marked the individual places. When the candles were lighted, the setting was a pretty and merry one.

A lovely birthday cake, baked by Ella M. Hoyle, was raffled and won by Jim Madigan. The cake was good Jim, although you didn't get any of it!

We were happy to see George Abel and Mrs. Abel with us again. George's rapid recovery is indeed marvelous.

A special vote of thanks should be given Esther Williams, Ella Hoyle, and Susie Hannon, who served refreshments and worked very hard to make the occasion a happy one. The chili and beans were good, girls!

The next meeting will be June 10, 1941, Patriotic Hall. Will you be there?

VETERANS' CLUB

By JAMES MADIGAN

The next meeting of the Club, which, by the way, will be a Sword meeting, will be held on Tuesday, June 10. You will, no doubt, receive a notice from the Adjutant before this date regarding this meeting, but as TWO BELLS will be distributed on the tenth, this is just another reminder that several candidates are to "get the works," so don't miss out.

Comrade Hannon, who was recently called back for duty in the Navy, dropped in at your scribe's home, with Mrs. Hannon, on Sunday, May

25. He is looking fine and says they surely keep him busy at the Destroyer Base at San Diego, where he is stationed. Although the discipline is very strict, he says his superior officers are the tops. He wished to be remembered to all you comrades, and he gave his address, but this morning Mrs. Hannon phoned me that he had just called her from San Diego to say that he was sailing in fifteen minutes. He did not know on what ship or to what port. Good luck, comrade.

On Friday, Memorial Day, the

Veterans' Club, as usual, visited and decorated the graves of the following departed comrades: Past Commander Sam Deane at Forest Lawn, Past Commander George Coulter at Sawtelle, Comrades Charlie Franek and Commodore Hogan at Inglewood Park, and Comrade Ed Blakely at Calvary. Each one of them was a real soldier and a true friend; the sort of buddies you never forget. May they rest in peace.

Once more may I remind you that the next meeting will be held Tuesday, June 10, at Patriotic Hall.

PERSONNEL NEWS

YELLS

Richard Lee, born to Motorman (Division 1) and Mrs. W. Huenergardt on April 16.

Ronald Lee, born to Serviceman (16th Street Garage) and Mrs. Glen Powell on April 21.

Kenneth Stephen, born to Conductor (Division 1) and Mrs. F. C. Riley on April 23.

Lois LaVerne, born to Conductor (Division 5) and Mrs. Francis J. Donnelly on May 2.

Ardyllen Joy, born to Conductor (Division 1) and Mrs. A. J. Lewis on May 3.

Gail Lee, born to Conductor (Division 1) and Mrs. P. L. Hunt on May 12.

William Franklin, born to Conductor (Division 1) and Mrs. F. A. Todd on May 18.

Burton Allan, born to Conductor (Division 1) and Mrs. W. Okin on May 18.

David Earle, born to Coach Operator (16th Street) and Mrs. S. E. Dupree on May 19.

Albert Lewis, born to Conductor (Division 1) and Mrs. L. Harrison on May 23.

BELLS

Wilshire Operator Hervey R. Teegardin married to Miss Catherine Louella Royle on April 26.

Conductor C. J. Rupert (Division 1) married to Miss Georgia Wilter

on April 28.

Wilshire Operator J. W. Jobe married to Miss Arlene Kreidler on May 4.

Conductor C. R. McGuyre (Division 1) married to Miss Lorine Burnett on May 4.

Motorman R. D. Irwin (Division 5) married to Miss Lorraine Wozny on May 11.

OBITUARY

The wife of Hugh Dinning Jr., Motorman, Division 5, died May 6, 1941.

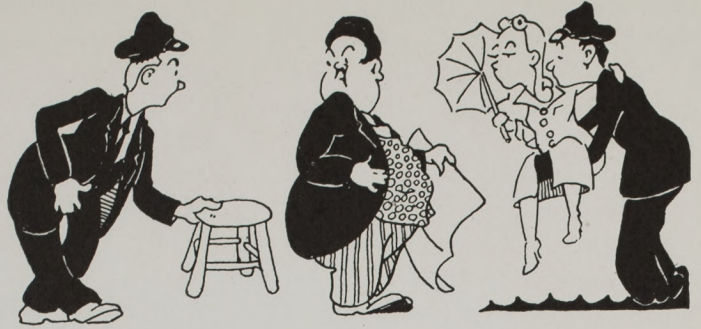
Charles Basil Montgomery, Operator, Motor Coach Division, died May 21, 1941. He was born in Rhyn, Oklahoma, April 2, 1908, and entered the service of the Company as Coach Operator, August 20, 1931.

APPRECIATION

Acknowledgements expressing appreciation for the sympathy and kindnesses extended them during their recent bereavements have been received by the Company from Mr. Hugh Dinning and Shirley Jo, and Mrs. C. B. Montgomery and family.

As TWO BELLS goes to press, we have just learned of the death of Lloyd B. Yeager, Superintendent of Lines, who died June 4, 1941.

PATRONS' PLAUDITS



Highly Complimented . . .

"On the morning of May 19 at approximately 8:25 a.m. on the inbound run from Berendo to 4th and Hill on the Beverly coach, Operator No. 71 (L. W. Lusk) showed very commendable presence of mind and excellent control of his vehicle when he just missed hitting a child who ran out in front of his bus at some corner between 2nd and Figueroa and 3rd and Hill—do not recall just where.

"The child, apparently a Japanese, approximately 7 years of age, became caught between three vehicles and was unable to run out of the way of the bus. She became confused. However, the driver of the coach was paying strict attention and the brakes were in excellent working condition and a dreadful accident was averted.

"In the opinion of a number of people aboard the bus, the driver should be highly complimented on the manner in which he handled the situation."

Alice K. Barrett,
4029 Oakwood Avenue,
Los Angeles

Service Plus . . .

"I hereby commend conductor 3212 (R. E. Vieth, Div. 3) on No. 10 car for especial courtesy in helping blind man and in directing passengers where to transfer; warning to passengers to watch out for autos; pleasant, prompt service."

F. C. Fountain,
217 So. Hill St.,
Los Angeles Fire Dept.,
Los Angeles

"Two Acts of Courtesy" . . .

"While riding on a No. 3 car last Sunday afternoon I witnessed two acts of courtesy performed by the conductor and the motorman of that car. One in kindness to a woman who was crippled, another to a woman who was bewildered about direction. I secured their numbers—2989 (J. D. Blagg, Div. 4) and 2447 (R. R. Mizer, Div. 4) and thought I should report it."

B. Hunt,
116 S. Wilton Drive,
Los Angeles.

Cautious . . .

"Just a few lines to inform you that your motorman No. 379 (J. F. Smith, Div. 5) on the No. 5 car, was very efficient this Wednesday. I was riding home from Los Angeles about ten in the morning, and he avoided a very serious accident at the intersection of Division St. and Eagle Rock Blvd.

"It looked to me like a drunk driver in an automobile, who didn't know whether he was coming or going, but through the efforts of Motorman 379 a very serious collision was avoided.

"Also I would like to say a word for Conductor No. 2356 (M. Taylor, Div. 5) on the same car, the most courteous conductor I have ever seen."

Mrs. C. Dandurand,
(No address shown).

Operator 670 Praised . . .

"Regarding your bus operator on the Wilshire line, whose badge number is 670 (W. W. Nickols).

"The other day out on Wilshire an old lady around 80 got herself all balled up in the middle of traffic. Impatient drivers were tooting at her, and she was pretty rattled.

"670 stopped his bus, got out and helped the old lady to the sidewalk and when he came back to the bus the passengers gave him a hand. He seemed a little embarrassed that anybody had noticed his courtesy.

"Put a good mark on his record. He deserves it."

J. A. Saxon,
311 S. Spring St.
Los Angeles

Gratitude Expressed . . .

Last Monday morn, I dropped my wrist watch on the seat, and did not miss it until I had reached the shop. Tuesday at noon I went to the office at 11th and Broadway and found it had been turned in. I wish to express my gratitude to the conductor, Mr. Slaughter (F. B. Slaughter, Div. 5), for turning it in.

Mrs. W. Morgan, ..
875 Birch Ave.,
Hawthorne, Calif.

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

J. C. Allison, Div. 1
W. H. Allison, Div. 4
O. H. Alwes, Div. 3
*O. W. Andrews, Div. 4.
C. A. Bell, Div. 4
B. W. Bentley, Div. 3
S. H. Birt, Div. 3
*R. L. Boatright, Div. 4
H. Buckman, Div. 4
*E. A. Burgess, Div. 4
J. L. Carnine, Div. 1
V. E. Cartmill, Div. 3
H. P. Casebier, Div. 5
W. P. Cody, Div. 1
P. O. Cole, Div. 5
F. J. Coleman, Div. 3
D. W. Dailey, Div. 5
C. C. Dalzell, Div. 4
C. E. Dennis, Div. 3
R. M. DeWitt, Div. 5
A. Dimitri, Div. 5
R. M. Doull, Div. 3
S. N. Duncan, Div. 1
R. E. Licker, Div. 4
W. R. Elliott, Div. 1
C. F. Ely, Div. 3
C. H. Finney, Div. 3
D. E. Fletcher, Div. 1
C. T. Frazier, Div. 1
R. C. French, Div. 3
T. W. Fry, Div. 5
I. Gasparro, Div. 3
W. E. Gillibrand, Div. 3
L. D. Gordon, Div. 4
I. E. Gott, Div. 3
G. S. Gould, Div. 4
H. S. Haag, Div. 1
F. Habich, Div. 5
J. F. Haeberle, Div. 1
A. J. Hancock, Div. 1
G. C. Hanson, Div. 1
F. Hockett, Div. 1
E. B. Hodges, Div. 4
W. E. Hodgson, Div. 1
J. Holt, Div. 3
D. E. Hughes, Div. 5
C. B. Hunter, Div. 1
M. F. Hurst, Div. 1
G. A. Jahn, Div. 4
C. E. Kelley, Div. 4
R. A. Knudson, Div. 1



E. W. Lane, Div. 1
 I. L. Mattern, Div. 4
 E. E. Melick, Div. 3
 J. L. Millikin, Div. 5
 *R. G. Monahan, Div. 3
 C. E. McCarthy, Div. 5
 A. S. McFarland, Div. 4
 P. McGrory, Div. 1
 H. V. McNabney, Div. 3
 I. Nelson, Div. 4
 K. Poppe, Div. 5
 F. W. Preston, Div. 4
 J. W. Prutsman, Div. 4
 T. J. Pugh, Div. 1
 J. S. Ringland, Div. 3
 *E. P. Rinke, Div. 5
 E. E. Sanders, Div. 1
 *E. J. Sansom, Div. 1
 P. H. Scott, Div. 3
 A. E. Seyers, Div. 4
 *W. B. Smith, Div. 5
 W. R. Sparks, Div. 5
 H. Stewart, Div. 1
 K. T. Stock, Div. 5
 L. W. Tietgen, Div. 4
 J. R. Trottier, Div. 3
 K. M. Umbarger, Div. 5
 F. A. Vallee, Div. 1
 H. Van Doorne, Div. 1
 L. E. Vickrey, Div. 3
 N. E. Wankier, Div. 3
 J. M. Wayne, Div. 4
 R. A. Whitby, Div. 5
 J. J. Wolfe, Div. 4

OPERATORS

N. F. Arhart, Florence-Soto
 H. T. Burley, Florence-Soto
 W. J. Duggan, Wilshire
 M. H. Fisher, Florence-Soto
 F. W. Francis, Florence-Soto
 E. H. Irvine, Manchester
 R. H. Jackson, Florence-Soto
 J. J. Mack, Sunset
 H. F. Myers, Wilshire
 F. A. Palfreyman, Beverly
 G. E. Peterson, East 9th St.
 J. H. Richards, East Florence Ave.
 B. Smith, Olympic
 W. C. Stange, Wilshire
 H. E. Weaver, Alvarado
 W. N. Widick, Florence-Soto
 *L. E. Woodworth, Manchester
 C. G. Young, Wilshire

Considerate . . .

"My deep gratitude to "V" car motorman (M. T. Price, Div. 5) who runs the car that goes east, turning at Vernon and Vermont 10:15 p.m. Sunday night, May 4.

"I was crossing this corner when caught by the red light. The motorman stopped his car, thus permitting me to cross in safety."

NATALIE LEVY,
 866 W. 43rd St.,
 Los Angeles

Good Deed Appreciated . . .

"Please give a white mark to Motorman 1597 (W. V. Sweet, Div. 3), on a "W" car the other morning. A mother trying to pilot her little boy across the street, through traffic, succeeded, but in the effort the boy's hat came off, landing on the far side of the street in the traffic lane. The motorman, observing the incident, stopped his car between intersections, retrieved the hat, and carried it across the street to the waiting mother.

"A good deed, not necessarily in his line of duty, but surely appreciated by the mother, as well as the observing riders on the car."

ROGER P. JONES,
 Attorney at Law,
 1907 Fourth Ave.
 Los Angeles

Pat on the Back . . .

"I just want to say a word of appreciation for one of the kindest, most gentlemanly acts I have ever witnessed which was performed by your driver 574 (R. D. Crandall) on Sunset bus 3912 a few days ago, for a little old lady.

"In a world all jittery with 'wars and rumors of war,' it is certainly great to see acts of courtesy and thoughtfulness on the part of some of us.

"Had it been my mother to whom 574 was so courteous, I couldn't have appreciated it more.

"Doesn't he deserve a little pat on the back?"

ROBERT F. HALL,
 1728 1/4 N. Hudson,
 Hollywood, Calif.

"Very Thorough"

"If street car conductors were jewels you'd have a rare gem in the person of the fine young man who wears the cap bearing No. 480 (M. C. Nixt, Div. 5) in the service on Line 5. I consider it a privilege as well as a duty to call your attention to his courtesy and efficiency.

"Whether the patron is a small child or an aged adult, Conductor 480 has a cheery greeting and a bright smile for all. The net result of this is that an atmosphere of friendliness and good pervades his car from headlight to rear step.

"In answering questions or giving directions, he is at all times very thorough and accommodating. I've noticed, too, that he is most considerate of the comfort of his passengers as reflected in lowering the window at an unoccupied seat where a draft might result if it were left open. Calling stops in an understandable voice is another virtue this man has.

"My duties make it necessary that I ride on several different lines of your system each week and the courtesy rating of both motormen and conductors is rising higher all the time. To me, however, Conductor 480 exemplifies a very high standard of public service, hence this letter."

EARL G. DEHAVEN,
 Short-Wave Editor,
 Radio Life,
 1029 W. Washington Blvd.,
 Los Angeles

Most Capable . . .

"I very frequently ride on the bus with 116 (F. A. Palfreyman, Beverly) and have been intending for quite some time now to phone in and tell you what a good operator he is. He is very courteous, and many is the time I have seen him handle a very exasperating incident in such a manner as to cause observing passengers to exchange words of praise. He is a most capable operator and never loses his temper."

MISS HELEN KORNGUT,
 167 1/4 S. Sycamore Ave.
 Los Angeles

Newsmen Report . . .



ELECTRICAL

If you want to know how much territory 5 gallons of water can cover ask Sub Helper C. P. Brown, as he had the experience of breaking a water bottle the first day on the job. The water man failed to deliver water the next day, so Dick Payne offered to take an empty bottle home and bring it back the next day filled with real mountain water. However, he only made it to the bottom step when the bottle came in contact with the cement. Result, broken bottle number 2 and no water.

R. R. Roper spent an enjoyable vacation working in the yard of his new home.

M. J. Barnett caught up on some of his chemical experiments during his vacation.

Benny Lerit took his usual trip to New York again.

J. M. Caviedes took a couple of weeks off to go prospecting for gold in Arizona. He brought back a ball of gold worth \$45.00, the result of a lot of hard work coupled with a good time.

This is a call we wouldn't care to receive—have friend wife telephone us that the garage burned with the car in it. This was the recent message received by H. W. Lawrence. Tough luck, Homer.

Welcome back to the job again, Frank Larkin.

OFFICE

Can it be that the changing of pin boys at the alley has anything to do with the girls bowling team not making any fancy scores of late?

The two mens teams entered in the round robin league are floundering around near the bottom of the

league. George Goehler of Schedule Team has bowled the high game to date—245. He is followed by Morris George with 210 and John Bean with 199.

Harold Petrie of the Auditing team is high man with 187 followed by Clyde Fly with 186.

The rest of us guys just show up for the exercise and if we ever get hot there is a possibility of one of the teams to finish in the money.

Miss Herr of Electrical left on an extended vacation trip through the East and Washington, D. C. During her absence her place is being taken by Miss Nason.

Paul Hampton brushed up on his

Texas droll for a couple of weeks.

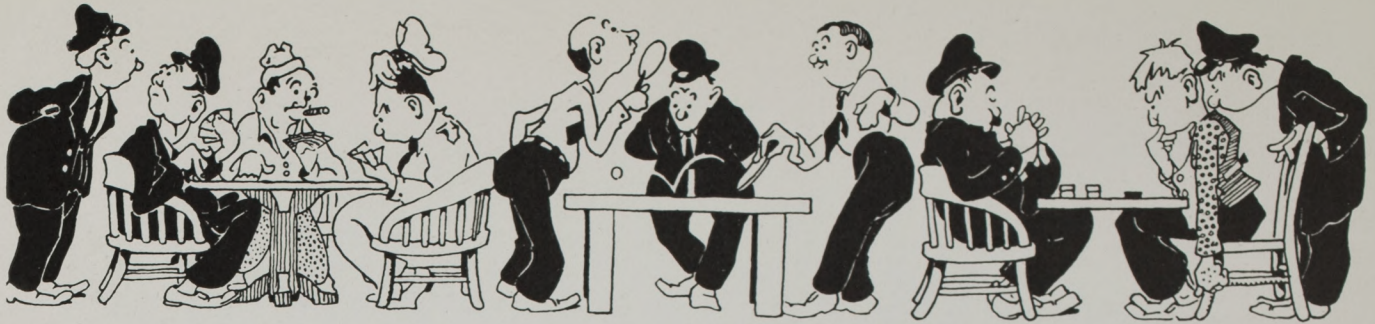
Gordon Heyhoe of Claim went to Indiana to escort his father and mother back to California to live. His father is retiring as a teacher at the University.

GARAGE

The Garage Bowling Team playing in the LARY Summer Bowling League has made a splendid start during the past three weeks of play, winning 11 points and losing 1. Members of the team are Messers Riggs, Misko, and Pitts and Coach Operators Stoner and Epp. We understand that the team is seeking permission to place a little flag on

●
"I caught
one last
week
that put
up a
battle
like
a
tuna."
●





the head pin so that Manager Riggs can find it.

Our Superintendent C. B. Lindsey attended the convention of the American Transit Association held in San Francisco recently.

Earl Wetzler nearly had nervous prostration the other day. It seems that he purchased a new fishing outfit recently. When he returned home, after giving the new tackle a good trial, his daughter pointed out that his reel was hanging on the rear bumper of his car where he had left it just before leaving the beach.

M. V. Lehmann and Celestine Schuetz are the latest to terminate their positions in this Department.

G. F. Axtel, a new man in the Garage, has been called for the draft.

Paul Wood proudly announces that his one pound dog, Braveheart, now has a little brother who is about half grown. His name is Squeaker and he weighs about an ounce more than a wiener.

At the time of this writing C. L. Risco and R. G. Larsen were away on extended leave.

The old brewery building, on the adjoining property recently annexed to the Garage, has been converted for the time being into a storeroom for Storekeeper Holmes' surplus stock.

New men in the Garage are: W. W. Banks, J. M. Holmes, D. R. Stacy, W. A. Niemann, M. A. Taylor, E. W. Smith, J. J. Dell-Alba, A. C. Mathis, J. C. Kennedy, M. D. Larson, R. L. Gillaspie, F. T. Poores, J. L. King, and R. E. McKemie.

CAR HOUSE NO. 1

Mr. and Mrs. R. O. Martin spent an enjoyable week's vacation visiting San Diego and Las Vegas. They

also enjoyed a boat ride on Lake Mead.

J. W. Hale and family spent their vacation fishing in the mountains. No reports as to the bounteousness of the catch.

We have heard of whistling tea kettles but Tommy Hartley has the city's outstanding whistling "Chevy".

DEPARTMENT NO. 2

Very little excitement around Department No. 2, with the exception of George Ramsey's anticipation of his forth-coming vacation at Oceanside.

CAR HOUSE NO. 3

C. Binkiewicz recently resigned from the service and he will be missed around Car House No. 3 as he was one of our old employes.

V. D. Cook just returned from a two week's vacation and reported a very enjoyable trip.

Boyd Walters is away on a four week's vacation trip back through the western states.

T. T. Clarke, Foreman, Car House No. 3, spent his vacation around the old homestead and reports that he had a very enjoyable rest.

Car House No. 3 has revamped their fire brigade, and the boys feel sure they can turn in some snappy fire drills.

CAR HOUSE NO. 4

K. McDonald is vacationing in Las Vegas.

Frank Long just returned from a week's vacation, and reports that Boulder Dam is a sight that everyone should see.

Leeoma Battle enjoyed a week's vacation in San Diego visiting friends.

CAR HOUSE NO. 5

H. Lair unfortunately had his 1940 Studebaker stolen from in front of his home. The police recovered it a few days later minus the radio and one hub cap.

S. O. Boen was involved in a collision of automobiles near Bakersfield. His wife was bruised and shaken up a bit and approximately \$80.00 damage was done to his car. The baby and "Soapy" came out without a scratch.

H. Compart made a trip up north while on his vacation and the balance of the time he spent working around home.

J. J. Inman, Assistant Foreman, days, and his family enjoyed a pleasant week end at Lake Arrowhead. The trip was made expressly to see the dog-wood in bloom.

M. L. Graham, the relief man, is working days for a spell.

R. Lathrop is away on jury duty for a month. We understand he is studying law and this should assist him in making a successful juror.

J. M. Hicks returned to work after a siege of sickness.

J. H. Williams was recently transferred to Car House No. 3. We wish him luck in his new assignment.

Due to the prevalence of piscatorial equipment, there is every indication that the worshippers of Izaak Walton will soon be able to furnish us some interesting news material.

It is possible that your scribe may be tempted to pass along some tales for the next issue, smacking of the wilds and parts unknown, as the open road is calling, and for the next two weeks his presence can most aptly be expressed by a "?".

16TH STREET COACH

Another big entertainment and dance will be held jointly by the Los Angeles Railway Motor Coach Division and the Los Angeles Motor Coach Company in the P. E. Auditorium on Saturday evening, June 21 at 8 p.m. sharp. The vaudeville show is being arranged by Lou Singer and Paul Rowley and will consist of adult acts only. Dancing in the ballroom will follow the entertainment. As usual all employes and their families are cordially invited to attend, and of course the admission is free.

The passing of C. B. Montgomery was a shock to all in this Division. "Monty" was well known and well liked and will be greatly missed. We offer our deepest sympathy to his bereaved family.

Several of our operators have enjoyed the Sunday morning breakfast meetings of the Los Angeles Fellowship League. They were invited to attend by W. W. Webb, our jovial janitor and Division poet, who is Program Director and Chairman of the Awards Committee of the League. This organization, composed of colored people, is particularly interested in educational features and has been fortunate in obtaining many noted speakers.

We understand that D. J. Braund, well known dog fancier, is so enthusiastic over the raising of his canine pets that he has almost decided to become a veterinary doctor.

New equipment—C. A. Boeving's Buick.

When W. Burrill received Easter eggs that he had turned in a few weeks ago, he decided that they could not possibly ripen any more even if he kept them until next Easter. They were promptly deposited in the trash can.

Among those who have recently left this Division are: D. Barstow, J. Marshall and J. B. Atchison who, we understand, are now delivering Dr. Pepper beverages; R. O. Daughters now with Lockheed; W. K. Hays now with the Post Office Department

and J. A. Hurzeler who is now employed by the Bureau of Power and Light. L. N. Kelley, after many years in the Coach Division office, left to become a guard at North American Aircraft Co. E. R. Parker has been called back to the Navy.

The following are the latest new men in this Division: A. A. Goodrich, M. H. Jones, E. M. Kirby, F. C. Bodoh, J. E. Dain, D. T. Hughes, D. R. Hall, H. R. Durall, A. W. Biggerstaff, H. C. Rosendale, B. E. Ingles, K. F. Ryan, A. R. Galloway, W. M. Dodson and C. H. Ports.



Newlyweds Mr. and Mrs. William F. Smith. Mr. Smith is a former employe of the Company. His father is William D. Smith of the mill at South Park Shops.

SOUTH PARK SHOPS

On the occasion of the recent visit to the Shops of the Ladies Club, it is reported that one Claud Nickles of Machine Shop came to work in his second best suit of clothes, had given himself a nice shiny shave, washed his neck and even behind his ears. The wide open space on the posterior portion of his cranium was slyly camouflaged by the few straggling ones growing around the edge. It seems he had given the occasion some thought and greeted the ladies as a gentleman, even though he

worked with his hands.

You might pass a lead half dollar off on some people, but when you try it on a bank teller, we think you have tried the wrong place, as will attest Mr. Griffith of Winding Room.

W. J. Carey, Truck Shop, isn't sure whether he is a Swede or an Irishman. He is, however, the father of a baby girl, born May 13 last. He was greatly disappointed in not getting twins, as then the house would have been equally divided. The little girl's name is Sandra Kay Carey.

S. C. MacKenzie, Store Room Clerk, is going around these days with his headgear wound round like a Turk's. When we asked why he wore such apparel, he said he had his jaw broken trying to get into home. We couldn't think of any domestic situation wherein a wife would be justified in breaking a man's jaw. Further inquiry brought out the fact that he got bumped by the catcher's knee when trying to slide into home plate in a ball game.

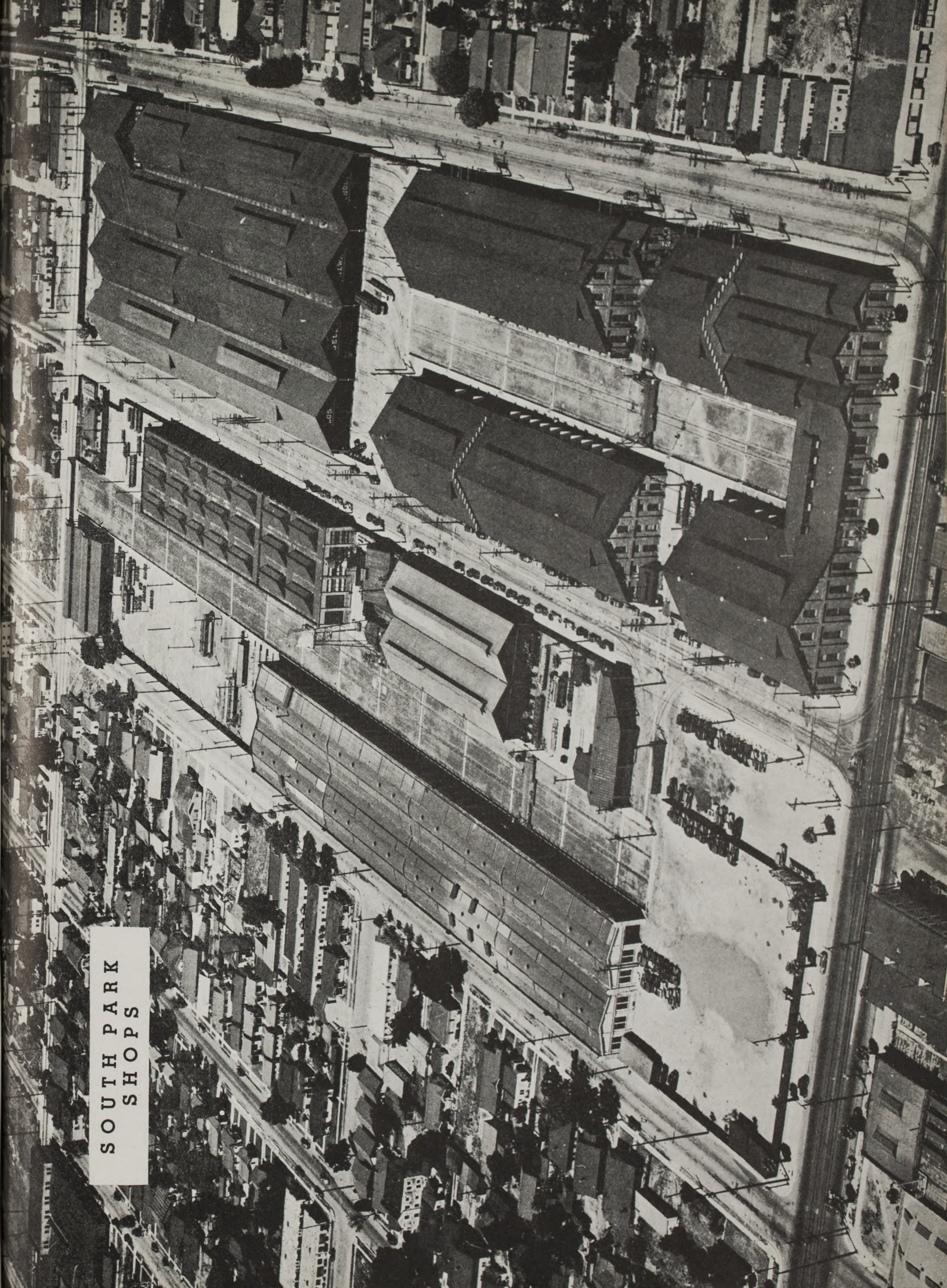
Cleo Green, Winding Room, during vacation, will motor East to Boone, Iowa, to visit friends and relatives.

Stewart Marsden, Truck Shop, has resigned his position with the Company and has gone to help build ships in Bethlehem Ship Yards at Wilmington.

By the time you read this, Jimmie Denis, South Park Store, will probably have been married to Miss Mildred Lynch. The date was set for June 6. Congratulations and good luck to you both.

Sunday evening, May 25, as the wife and daughter of Mr. Joe Steenrod (Mr. Jordan's office) were crossing the street at 48th and Arlington Avenue, the daughter was hit by an automobile. She suffered several broken bones and other severe injuries. We extend our sympathy to her, and wish her a quick recovery.

Herbert Turner, "C" inspection, suffered the loss of his father Saturday morning, May 24. Herb and his family have our deepest sympathy.



SOUTH PARK
SHOPPS



Conductor C. R. McGuyre (Division 1) and bride, the former Miss Lorine Burnett, were married May 4. The couple honeymooned at Boulder City, Nevada.

DIVISION ONE

Baseball continues to hold our interest; two games have been played since our last issue—the first we lost to Vernon Yards, 6 to 4, a good game but too many errors, the next we won 15 to 3 from the shops. So we are keeping up very nicely winning 2 out of 3 games.

It was a great loss to the team when O'Neill, manager and catcher, was called for duty in the Navy. We wish him lots of luck in his new venture.

W. V. McCafferty is expecting his son, Marcus, after three years' service in the 26th Infantry. He is bringing a bride with him, so best wishes to the newlyweds.

Switchman W. R. Houts and wife left on a two months' trip, leaving A. J. Rosenstein in charge of the afternoon switching. The loud approval won by "Rosie" shows what the well-dressed switchman is wearing this year.

Former conductor W. B. Harvey and H. H. Wulf visited us this past month. Mr. Harvey left here seventeen years ago and Mr. Wulf left the service in 1934.

Motorman E. G. Rehm has been

assigned to the Instruction Department.

When dog bites man, that is not news—but when a man's new teeth bite him, that is real news—page Mr. E. C. Hickey.

J. R. Butler, C. E. Green, J. Stephany, and F. H. Neville have been on a fishing trip to the High Sierras—Convict Lake. Fishing was fair, but guess the big ones got away—we did not see any.

Mrs. J. M. Bothwell, wife of motorman Bothwell, has returned from a trip to Old Mexico with her Uncle, D. G. Crawford who was visiting here from Woodfield, Ohio. Mrs. Bothwell wrote a very interesting account of her trip, and we wish we had space to print it. They visited the principal cities of Old Mexico and the many places of interest to be found there. It was a two weeks' trip filled with beautiful scenery and historical lore.

The following men have been on vacation this past month—C. O. Blanchard, W. Bridge, W. W. Hunter, D. Leahy, and J. Minear.

The following men have been called to the Navy, D. F. Albert, E. R. O'Neill and W. I. Manley; L. A. Cleary has gone to the Fire department; W. E. Bleile to work in the shipyards at Mare Island, and the following men have resigned to go into other work: L. P. Nelson, W. D. Gilmore, L. B. Carson, E. G.

Burchfield, F. E. Sorling, R. C. Adams, P. Clark, C. L. Sparling, D. C. West, B. W. Clark, N. C. Jones, L. C. Wheeler, L. J. Caudle, J. W. Bullock, D. W. Gibson and F. G. Yeomans.

H. W. Lambers has been appointed temporary sub-station attendant.

The following men are still on the sick list: W. C. Steele, L. L. Smith, R. J. Orphan, A. G. Witzel, W. H. Green, T. P. Doolittle, D. M. Wiltse, and L. E. Adkins.

The following men have returned from the sick list: J. E. Kenney, E. J. Brahan, J. J. Egbert, I. H. Stewart, P. F. Loveridge, B. R. Woods, R. N. Mead, C. D. Caldwell, J. T. Horner and A. F. Steiner.

DIVISION THREE

By L. VOLNER

About the biggest doin's around this division during the past month was the primary election for choice of officers for the various positions in the Transportation Union of California. On the day of the election, May 21st, the assembly room, as early as five o'clock A.M., was plastered from one end to the other with some candidate's cards or posters. The floor was pretty well covered, and the yard in front of the building down to the Car Barn Cafe showed that someone had been around. While there was much rivalry for the vari-



L. A. RY. STEAMLINED ORCHESTRA

Front row, left to right: Frank Drobny, 16th St. Garage; J. T. Horner, Div. 1 Operating; W. E. Schoeder, Div. 5 Operating; J. W. Murray, Main Office; Miss Marion Rogers; M. E. Schrock, Div. 1 Operating; R. D. Creal, Electrical Power; E. H. Brox, Electrical Power.

Back row, left to right: K. E. Sloan, Div. 5 Operating; R. E. Schrock, Div. 1 Operating; W. V. Sweet, Div. 3 Operating; Charles Brogan, Div. 1 Mechanical; William Okin, Div. 1 Operating.

ous offices, the election went off in a smooth and business-like manner and each member voted for the one he thought best qualified for the respective offices.

Several men getting a majority vote in this election did not have to run in the General Election. Our old friend, Jeff Holland, being one of that number, will continue to be our representative. He says he does not belong to the Royal Northwest Mounted Police but he always "gets his man."

On the night of March 26th a bandit shoved a gun into the face of Conductor A. E. "Red" McGown and relieved him of all his cash. During this time "Red" got a good look at the man, and a few nights ago, while standing in front of a theater downtown, he saw this man come up and buy a ticket and go inside the building. The police were immediately called and they, with "Red," waited until the show was over, and as the man appeared "Red" pointed him out and the officers took him away.

On May 23rd, very early in the morning, two ladies were in the assembly room selling poppies. They did a good business as practically everyone was wearing a poppy that day.

All the men hated to hear of the misfortune of Conductor J. S. Ringland who lost \$43.00 worth of passes

during the week of May 18th. Ringland thinks someone stole these passes; if someone did they would not get much more than the value of one pass while Mr. Ringland has to pay for the whole amount.

Conductor B. W. Terry was another who came out short recently. He bought a roll of tokens from the Cash Receiver and failed to pick them up as they were handed to him out the window, and thinks that someone later came up and carried them away.

Our show and dance at the Pacific Electric Auditorium on the night of May 10th was very well attended, and all those who were there felt amply repaid for coming out. Motorman S. L. Bragg takes a great deal of interest in these gatherings and always secures some very fine talent. Mr. C. E. Morgan, Mr. John Collins and Mr. Bodley gave short but interesting talks. After the show many went up to the ballroom where they danced for several hours to the music of the Los Angeles Railway Orchestra. When one of these entertainments is advertised, either for our own Division or some other, all are welcome and can feel assured they will spend a very pleasant evening.

VIRGIL

Although greatly missed around the property and particularly at "Virgil"—we are happy to report

that "Cap" Fireman Hendricks is pleased with his new work and home. "Cap" as you know "herded" buses here for several years,—and it seems strange to us (with this experience as a background) that he had to "season" his ears to the noise of the "iron horse." Nevertheless, we have been informed he is now able to sleep serenely, which we are happy to hear.

On May 30 "Joe" Sharpless registered his 40th year on the properties. Congratulations Joe, and may you carry on in peace and health.

Jack Stewart is "tipping the beam" lighter each day. He says, it is because he is climbing on and off the buses too much—on the other hand, say we—look at "Papa" Jackson—or maybe he found a spot and settled.

Herman Adair Atkins, better known as "Red", looks, we think, quite at home in his coach uniform.

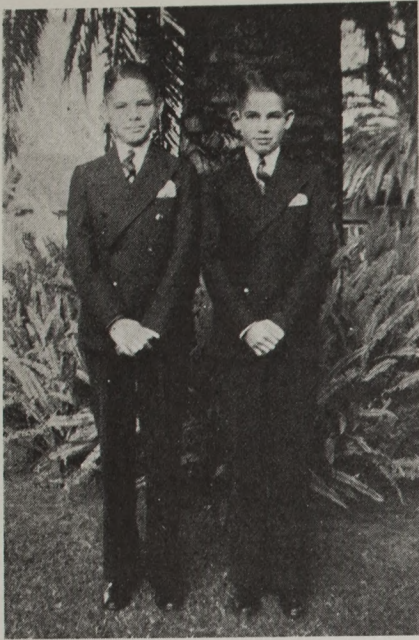
Recently, we observed one party, known as Tudor, strutting around the property wearing a bus driver's cap. Maybe he is getting homesick for the buses—the cap, however, was of a 1920 vintage.

"Willie" Sterns has been nursing a bad leg. Claims he fell in a bed of thorns. It is a bad place to fall or jump, Willie.

That "rhythm hound" Buck Private George Knight, has just received his classification, 1A. Careful, old boy,

LARY REVENUE FOR APRIL OPERATING RESULTS APRIL, 1941 vs. APRIL, 1940

	1941	1940	1941 Increase + Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,087,283	1,045,967	+ 41,316
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	922,037	922,604	— 567
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	84,900	80,453	+ 4,447
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,564	66,012	— 448
Total Expenses	1,072,501	1,069,069	+ 3,432
Leaves Net Profit or Loss	14,782	— 23,102	+ 37,884



These fine looking lads are twin sons of Coach Operator (Virgil) and Mrs. K. E. Funk. Their names are (left) John Kenneth and James Walter.

when jittering around, you have bayonets close at hand.

Pretty Boy Floyd and Little Elmer Stow are due to leave soon to join the ranks for Uncle Sam.

Have you noticed the slight change of complexion of Ralph Mills? We are not sure if it's from white to rosy red or vice versa. In any event, he is "batching" now. His spouse is in New York.

Renstrom tried to go fishing last week. He says next time he is going to find out when the season is open.

If you are interested in a new lawn for your home—see none other than "Phil" Heneley — he is an authority on the "Dichondra" plants.

Bill Coffman reports that the cause of his trouble with "peeling" hands was due to his being allergic to the acid used in photo developing in which he is interested.

The sick list at "Virgil" changes daily. Those men will welcome a visit from any of us and we wish them all a speedy recovery. As well does the personnel change — and we would like to extend a welcome to the following new men: A. M. Jacques No. 517, W. E. Maxwell No. 874, F. H. Hughes No. 877,

W. C. Armfield No. 878, G. W. Devoe No. 880, H. S. Dennis No. 881, R. N. Artique No. 883, G. J. Ligon No. 674, L. S. Johnson, B. C. Sawyer, and S. E. Grover.

DIVISION NO. 4

A general choice of runs went into effect with a new schedule for one-man operation on the "3" line, on June 1st. Additional service was added for the convenience of the riding public and to take up the slack of the previously operated two-man schedule. From all indications, general operation and conditions have made a turn for the better.

Division No. 4 presented another successful Safety Rally on Saturday evening, May 24th. The entertainment was peppy and seemed to be enjoyed by the large crowd present. Mr. Collins, Supervisor of Safety, gave one of his informative and thought-provoking talks and Mr. C. E. Morgan spoke briefly on the subject of avoiding accidents. One of the highlights of the entertainment was the presentation of the flag by the Jinnistan Grotto Patrol Team. Later during the dancing intermission the team gave a fine presentation of an exhibition drill that was much appreciated. The L.A.R.Y. orchestra outdid themselves with their fine musical performance, and dancing was enjoyed by everyone.

We have a new one to tell on our own "wrong way Harrington" (Motorman, Division No. 4). A few days ago while Harrington was operating his car southbound on Broadway, breaking in a student, he discovered much to his consternation, that his student was missing. The story starts at the point where Motorman S. R. Harrington arrived at the terminal and couldn't find his student. He then asked the supervisor if he had seen him anywhere. But no student was to be found. What really happened was that the student got off the car to investigate a minor accident. A lady had caught her arm in one of our automatic doors and the student decided to talk with her and see if

she was hurt. Imagine his surprise when the street car continued on without him. So all that he could do was to sit down and wait an hour for Harrington to return. From what we hear "wrong way" was very worried.

Another amusing casualty—When L. F. Aufer failed to set his alarm clock for an A.M. tripper he dreamed that he had missed out. So he jumped out of bed, called up the Division and layed off the tripper. Talk about a lucky dream! He saved his record a bit of red ink.

Just a few lines of space will be devoted right here, with the hope of getting across an important fact to some of us who still know the wisdom of that old proverb "a word to the wise is sufficient." Our fall-in-car accidents have reached a maximum.

Motorman L. F. Robinson just returned from an extended leave of absence in the East. Motorman A. E. Seyers also just came back to work after an extended automobile trip that took him to all points of interest along the vacation high spots between Los Angeles and the far Eastern states.

DIVISION FIVE

Vacation time is here and we find a number of the boys taking lay offs for trips here and there.

Motorman H. J. Bower is off for thirty days and is now in Vancouver, Canada, doing a bit of fishing.

Conductor J. H. Stanley is just back from a fifteen day jaunt to Topeka, Kansas, where he visited friends and relatives for the first time in twenty years.

Conductor J. L. Decker took his yearly trip to Hancock, Missouri, and will be gone for sixty days, during which time he is going to do plenty of hunting and fishing.

Motorman S. R. Waldal is just back from a two weeks trip to Sentinel Butte, North Dakota, and reports having had an excellent time.

Our switchmen have just completed their regular one week's va-

cation. Charley Worley spent the time breaking in his new Packard. Jake Sawyer put in all his time painting his house, and Ralph Wilson kept on the go taking in the beaches and mountain resorts.

Clerk Dick Hoyle put in one grand week's vacation. He papered three rooms, painted his kitchen and living room and in his spare time laid linoleum in two rooms.

Here is a list of the boys who left us during the past month: Conductor M. J. Foley, called back in the U. S. Navy; Motorman W. R. Waldrip who is going to work for the Panama Railroad, Panama, Central America; Motorman J. W. Standley, to the Ship Yards, Mare Island; Motorman L. Johnson, now with the Southern Pacific Railroad; Motorman A. W. Pinkel, Goodyear Company; Motorman B. M. Price, other work; Motorman M. L. Moore, going to Provo, Utah; Motorman W. Bailey, Motorman R. W. Huntoon, Motorman G. H. Johnston, Conductor W. A. King, all other work; and Conductor C. W. Hannon, now on the high seas with the U. S. Navy.

Motorman Hugh Dinning and his daughter, Shirley Jo, express their sincere thanks to the boys who offered blood transfusions for Mrs. Dinning who passed away on May 6. They also thank the boys for other kindnesses.

VERNON YARDS

Farmers work a lifetime to acquire enough money to retire and move to town, while townsmen do the same in order to buy a farm. After which bit of homely philosophy, we come to the latest rural aspirant, Carle Heffington, who has bought acreage near El Monte. Better place your orders early for those fat Thanksgiving turkeys.

On May 16, 1941, E. C. Fleming, Supervisor of Way & Structures, completed his thirtieth year with the Los Angeles Railway.

Deepest sympathies are extended to Otto Johnson over the tragic death of his brother Nels. Many of the men here remember Nels who worked in the carpenter gang several years ago.

After gazing at the ceiling lights at St. Vincent's Hospital for 27 days, Fred Ellermier has been returned to duty.

Vacation time, that hey day for scribes, has rolled around again. We would appreciate some good snap shots for TWO BELLS, so dig in the old album for interesting views.

The first to leave was B. Rodefer,

who went to Wichita, Kansas, to help an aunt and uncle celebrate their 50th anniversary.

Johnny Teagarden was next with a trip to the old home in St. Joseph, Missouri.

Then Earl E. (Doc) Johnson took three weeks to see famous blue grass country.

Pete Larsen was contented with a week at Hollywood Park to see the horses that Johnson should have seen in Kentucky.

Charles Shelton spent most of his time at the Grand Lodge doings in Long Beach.



"All we're asking, gentlemen, is for one volunteer to take the next car so we can squeeze the motorman back in this one!"

