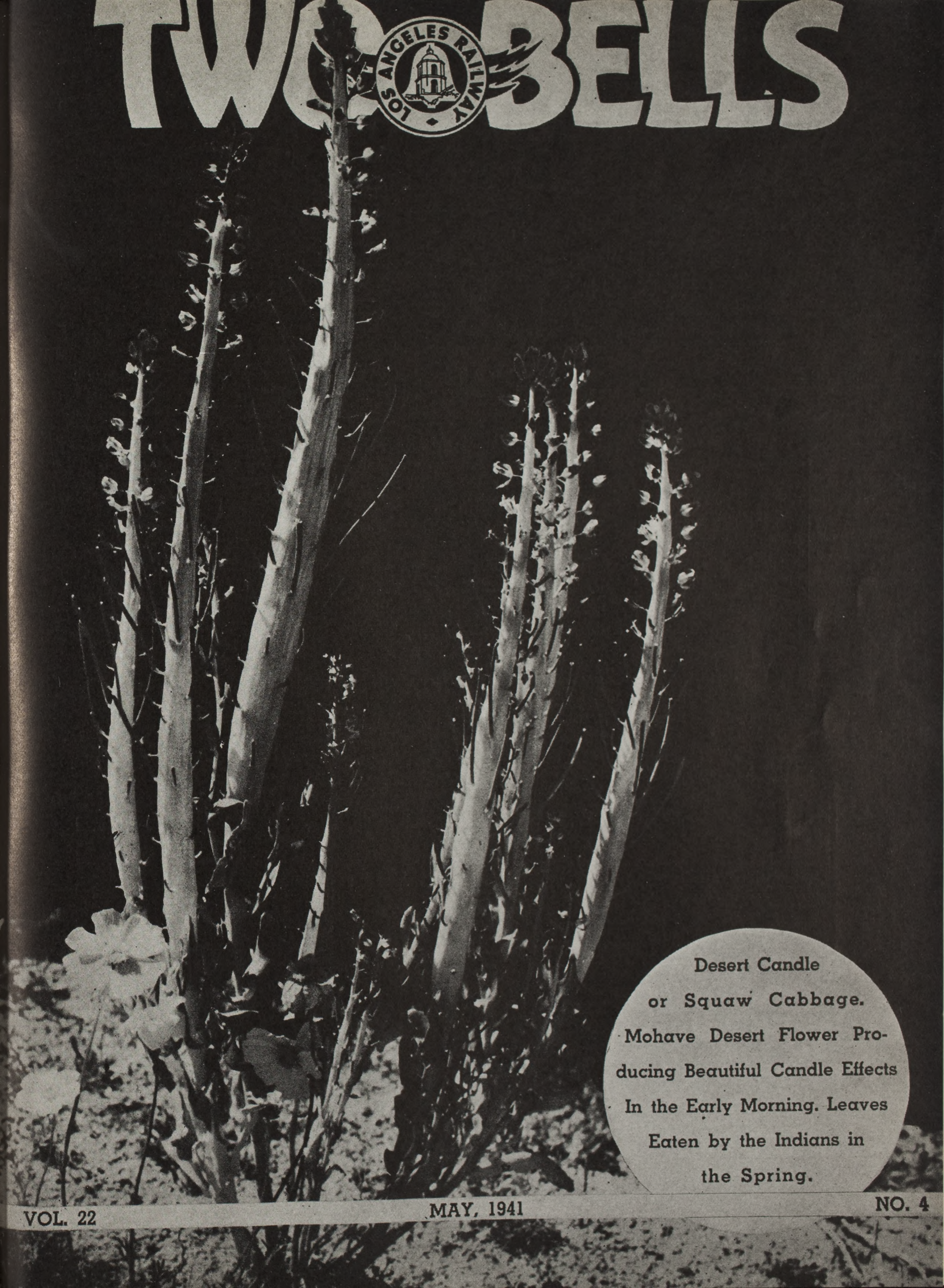


TWO BELLS



Desert Candle
or Squaw Cabbage.
Mohave Desert Flower Pro-
ducing Beautiful Candle Effects
In the Early Morning. Leaves
Eaten by the Indians in
the Spring.



DIVISION SCRIBES
 R. C. Ruggles L. Volner
 R. H. Grettenberg
 Fred Mason C. H. Hardy
 R. S. Wallace
 L. S. Hendricks A. L. Davis
 L. F. Sparks
 Walter Whiteside

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

HELEN FRASER
Women's Page.

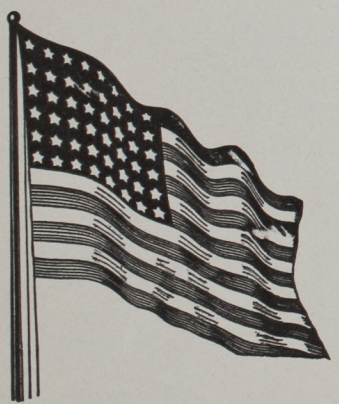
Address all
 communications to
 editorial offices
 1060 S. Broadway
 Los Angeles, Calif.
 Phone: PR. 7211
 Stations 295 and 296

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

Published Monthly for the Employees of the Los Angeles Railway by the Bureau of Public Service.

In This Issue

How Do You React?—By C. A. Woods.....	3
Library Notes	4
'Way Back When or Does It Matter?	5
Personnel Notes	6
Clubs and Vets	7
Trading Post	9
Sports	10
Dear Ladies	12
Riders Report	14
Newsmen Report	16
Operating Results, March	23



EMPLOYEES CALLED FOR MILITARY SERVICE

Name	Occupation
W. E. Carlson	Mot.—Div. 1
G. Seed	Mot.—Div. 1
J. O. Ashcraft	Con.—Div. 1
W. C. Chandlee	Mot.—Div. 1
E. W. Erickson	Mot.—Div. 1
J. T. Johnson	Mot.—Div. 1
G. W. Loff	Con.—Div. 4
E. L. Hulberg	Con.—Div. 4
M. O. Lee	Temp. Car Cleaner, Div. 1
A. B. Thompson	Temp. Car Repairer, Dept. 8
Wm. Case	Messenger, Public Service

HOW DO YOU REACT?

HARMONY AND SELF CONTROL PATH TO BETTER OPERATION

By

C. A. WOODS, *Div. 3*

Autos, dragging or crawling on the track and pulling into left of passenger safety zones—Signals, changing to red as the last passenger boards the car, ticking seconds to wait—Boarding passengers—Starting and stopping, from one to nine points on the controller, power off, brakes on, starting and stopping—Time points, “If only I can miss this next stop?” a buzzer and stop—thirty seconds late, one minute late, longer headway, more passengers, running later—Clear track, go, jay-walking pedestrian, cutting-in-and-out motorist, brakes, tension and more brakes, blocked!

These are the obstacles which grind against a trainmen’s better judgment, breaking down his self-control, blinding his actions and darkening not only his keenness for work, but the joy and color of his life. Enraged to the point of violence, because he had bumped his head severely on a slightly-ajar, glass-windowed cupboard door, a man slammed the offender with such force that glass flew in all directions. His anger was spent and his pocketbook was bent as he replaced the glass. Many of man’s reactions are similar to this episode, a flash—and destruction.

When faced with obstacles in his work a trainman may allow anger and despair to creep into his mind. but if he does, these reactions soon envelop his whole life, taking a toll not only in his work and health, but reaching out to his family and friends, his problems and joys.

To get rough with a street car by whipping the controller or brake handle around is as satisfying as switching a pup with a toothpick. A man who is angry finds satisfaction in exerting his strength on something. Failing to release his feelings by wrestling with twenty tons of street car, the temptation is to look for something or someone smaller and that spells trouble.

Why should a man be a puppet

to the disgruntled remarks and actions of a few people who intend to disrupt his life, when he can match each upsetting experience with others producing harmony? Aggravation of mind toward someone may unleash a series of blind actions, endangering a man’s safe, courteous and speedy operation. By remembering the pleasant remarks and acts of the people he meets and closing his mind to aggravations, a trainman may develop a spirit of harmony in his work that finds its way into his daily associations.

A tightening of self-control will help a man to observe each hindrance more clear-sightedly and pass it with the least effort and concern. For every automobile that crawls in his path, he will find several that leave him a clear track; for every thoughtless pedestrian or motorist, he will find many who believe in safety first; for every growl and frown he will find pleasant words and smiles; for every obstacle he will find an aid to his operation.

A trainman’s success in mastering his car depends on his consciousness of conditions he must meet daily, and his reactions to these conditions governed by his experience, and his knowledge of operating rules. “Read Conditions Ahead,” advises the Los Angeles Railway correct operation instruction, “and when you are fully aware of what you must meet, act according to the dictates of your experience and knowledge of true operation.”

When confronted with a potential obstacle to courtesy, safety or speed, overcome that obstacle by displaying more courtesy and greater caution, the result will be a minimum of delay.

The experience of a trainman teaches that before a collision be-

tween an automobile and street car can occur, the timing and direction of the two objects must be perfect. Any change in timing or direction by either party in such a potential accident would prevent a catastrophe. A street car cannot turn and when a motorman finds that he has not enough room to stop, his hopes in preventing an accident often rests in changing the timing or direction of the other object. Many an accident has been prevented, when a motorman, finding himself in the predicament as cited above, warns the motorist or pedestrian by use of his gong and causes him to change his course. A calmly rung gong is a constant warning of danger in congested or dangerous places.

It is not an occasional burst of speed that helps make the time of a schedule, but a high average speed. This has been proven to the satisfaction of many men. A survey among trainmen lists the following points to increase a trainman’s average speed: avoid unnecessary stops, call streets plainly, request passengers to “Be careful, please,” as they leave or board the car, operate smoothly and safely, and try to merit the passenger’s, pedestrian’s, and the motorist’s goodwill so that you will enjoy their cooperation.

To awaken a man’s consciousness of danger before it actually exists the Los Angeles Railway has designed various rules of operation. They have placed “Slow” signs on span wires above dangerous intersections calling for a reduced speed, and where a hazard is particularly severe they require a motorman to make an arbitrary stop.

The "Road Space" rule in the outer zone requires a motorman to perform three definite acts before he approaches another street car close enough to have a rear end collision. At 600 feet behind a "lead car" he must throw the power off and begin to reduce his speed. He must make a stop 100 feet before the final approach and then he must stop his car at least five feet in the rear. In the inner zone, or a congested area, the motorman must not follow a "lead car" at a distance closer than fifty feet and only at a speed that will allow him to stop in half the intervening distance. His approach again must not be any closer than five feet.

"Power Saving Instruction" is in reality instruction for correct operation. Its purpose is to teach a man to exercise self-control in his judgments and to pass each obstacle with a minimum of effort and a maximum of safety and speed. The power that a man uses on a run is a measurement of his self-control in following "Correct Operation."

Improved health, a keenness of mind for doing something well, and a reduction in complaints, accidents and discipline are all the result of determination and will to operate correctly. The attaining of these qualities by Division Three men following an intensive instruction period is not just hear-say, but proof of these attainments can be seen in black and white figures in "Superintendent" Jim Bodley's office.

From an average of 44.88 accidents per 100,000 miles in June of 1940 the accident rating of Division Three has been reduced to 33.93 for 100,000 miles in January of 1941. Division Three ranked first place among the Rail Divisions in January of 1941, having been fourth in June of 1940. Division 3, also shows a greater decrease in discourtesy complaints for 1940 than any other division. The reduction was 39 per cent and the nearest rival showed a decrease of 22 per

cent. And to clinch this proof Division Three was the only Division to reduce "falling in car" accidents in 1940.

A fullness of life, born of a person's efforts to complete a difficult task that calls for discipline of mental resources and bodily strength, is

not lost in the completion of a single task, but carries forth into new endeavors. The ease of operation that comes to a man who has mastered his car brings a freshness of life in health and good spirits, enriching all of his associations. Be master of your car, and master your life!

LIBRARY NOTES . . .

BOOKS

ALADDIN U.S.A. Ernest Greenwood. N. Y., Harper, 1928. A history of the development of electricity in the United States.

CATTLE ON A THOUSAND HILLS. R. G. Cleland. San Marino, The Huntington Library, 1941. A history of southern California when the region was being transformed from an isolated cattle frontier to an urban community. Shows the effect of American customs upon the pastoral life of the Spanish-Californians and the displacement of frontier violence by a more restrained law-abiding society.

CHEMICAL AND ENGINEERING DICTIONARY. A compact reference dictionary of chemical terms and expressions.

HANDBOOK OF SOURCES OF ECONOMIC DATA PERTAINING TO CALIFORNIA. 1941. A list of the principal agencies that compile economic data pertaining to California and the information available from them.

LIVING MATHEMATICS: a first year college course. R. S. Underwood and F. W. Sparks. N. Y., McGraw-Hill, 1940. A readable, yet fairly thorough course in algebra, together with a rapid survey of the field of mathematics through calculus. Includes the graphical solution of an equation of any type in one unknown.

PUBLIC SAFETY. Kreml, Stiver, and Rice. N. Y., Bobbs-Merrill, 1940. Contents: Safe Living—home safety, Safe Driving—automobile on streets and highways; First Aid.

SYNCHROFLASH PHOTOGRAPHY. W. D. Morgan. N. Y., Morgan & Lester, 1939. A handbook covering every phase of synchronized photography with flashbulbs.

PAMPHLETS

ACCIDENT PREVENTION MANUAL ON OPERATION OF SERVICE STATIONS, 1941. Suggestions for safe practices that will cut down accidents in serv-

ice stations—these suggestions are equally applicable to garage operation.

ELECTRICAL DEVELOPMENTS OF 1940. General Electric Company. 1940 developments in the field of power.

THE FLAG OF THE UNITED STATES: ITS USE IN COMMERCE. U. S. Department of Commerce. 1941. A pamphlet concerning the use of the American flag in the business world. Contains the text of the Federal, State, and Territorial laws on that subject.

40-MILLION DIESEL BUS-MILES A YEAR. (Reprint from the Transit Journal). Highlights from 1940 report on diesel engines and equipment presented by Martin Schreiber before the Bus Division of the A.T.A. convention.

HOW THE DIESEL REACTS TO SLOW SPEED LOCAL SERVICE. (Reprint from the Transit Journal). Chicago Motor Coach tells all in this inside story of its diesel experience based on 6,000,000 miles of operation.

INTRODUCTION TO POLARIZED LIGHT AND ITS APPLICATION. Martin Grabau. A pamphlet written to meet the demand for an elementary text on the subject of polarized light and some of its commercial applications.

RAILWAYS AND THE EQUIPMENT AND SUPPLY INDUSTRY. P. H. Middleton. A history of railroad equipment and supplies. Good illustrations.

UNITED STATES CENSUS—COUNTY OF LOS ANGELES. A comparison of the population in each census tract showing the actual and relative change according to the U. S. Census of 1940 and 1930.

URBAN POPULATION TRENDS, 1920-1940. American Transit Association. The first bulletin of population changes to be published by the A. T. A. It presents the underlying facts regarding urban population trends and their significance to the transit industry.

'WAY BACK WHEN, OR DOES IT MATTER?

WHEN—in 1885, public transportation had speeded up to where it had the passengers going around in circles, Sunday picnickers, bound for the city park, were to be seen waiting at the bottom of the hill at Second and Spring Streets where the cable car came down the hill to the turn table. The ladies, dressed in their latest fashions stood aside while the gentlemen helped the weary gripman circle or turn the car around for the return trip, quite often taking a hand themselves to speed up the service.

The franchise for this first cable car line called for a double track and either the city fathers, like some Congressman, didn't bother to read the agreement or maybe they didn't care, or perhaps it may have been the speed with which the line was laid because of rivalry between two real estate factions. Yes, Los Angeles had real estate men even in those early days.

One group of capitalists owned property along Temple Street west of Figueroa. Another faction controlled the land along First and Second Streets west of Figueroa. This latter group beat their rivals to the draw by forming on January 5, 1885, the Los Angeles Improvement Company, the object of which was to subdivide and sell real estate and to aid and induce the construction of a cable street railway from Second and Spring Streets to the land of the company. Before the public was aware of their intentions, they acquired property reaching from Temple Street on the hills down as far as Seventh Street.

Under the name of the Second Street Railway, they filed incorpora-

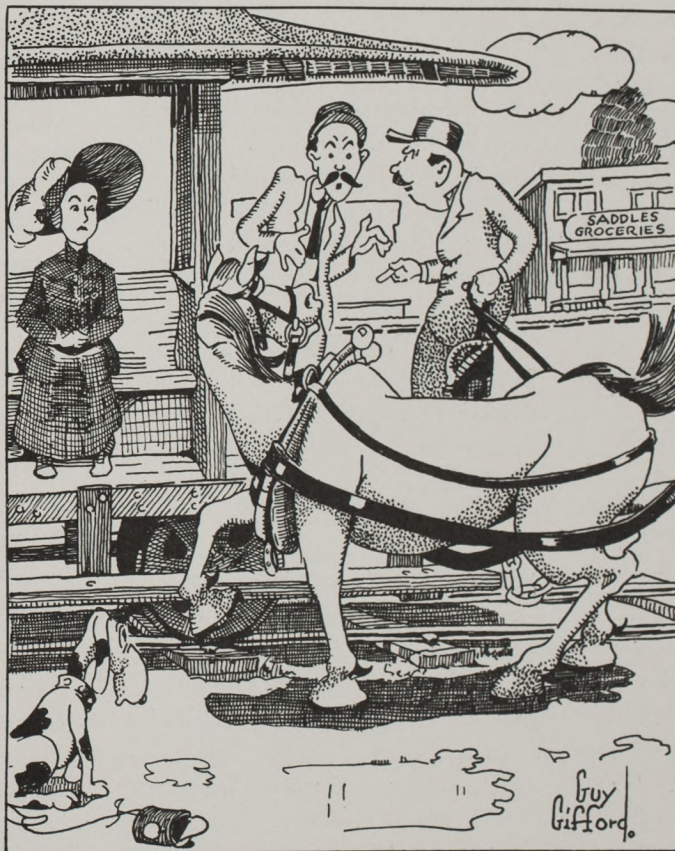
tion papers to construct and operate a cable street railway from Second and Spring Streets, west on Second to Lakeshore Avenue, thence to Diamond Street (First Street), thence to the western city limits, a total of the heretofore unheard of distance, three miles. Though at the time of opening on October 8, the line was finished only to Texas Street (Belmont Avenue)—to be extended at a later date.

Picnickers quickly discovered the city park which mushroomed on the northeast corner of First Street and Lakeshore Avenue. It became a typical beer garden resort which at-

WHEN — In 1877, shortly after the Los Angeles and Independent Railway had been purchased by the Southern Pacific Company, the route from Santa Monica beach to the city was changed from Thirtieth Street by way of Sixteenth Street to the depot at Fifth and San Pedro. It was necessary one Sunday, on short notice, to press into service a Bakersfield crew to make the run to Santa Monica for the Sunday rush. No instructions were offered them as to the change in route as they had taken trains to Santa Monica many times before. Twenty minutes after the train had left the station fully loaded with beach excursionists and fishermen, the dispatcher was called to the phone by a worried and excited voice. "What is it?" he asked. "Believe it or not," the voice answered, "someone has stolen the tracks." The Bakersfield crew had, upon arrival at the old Sixteenth Street switch, taken the abandoned line and had crossed Central Avenue minus ties and tracks before they realized their plight. Central Avenue was tied up until Monday morning.

WHEN—In 1887, J. H. Parker, enterprising free lancer, took over the Los Angeles and Aliso Street Railway Company, he never contemplated that the lowly lamb would provide his greatest operating problem. The one car operated was propelled by horses and mules and averaged eight trips a day barring delays, except on special days when some-

thing was doing at Turnverin Hall, Los Angeles' only show house. The car boasted of a modern lighting system consisting of a small smoky oil lamp in each end which afforded



"Are you sure one of those chocolates you fed him wasn't a plug of tobacco?"

tracted much patronage for this, the first cable street railway. For the second time, we find beer raising its ugly head and providing the basis for transportation in Los Angeles.

much annoyance to the driver—being blown out by spooners for reasons of their own. There were no head nor tail lights—the traffic was warned of the oncoming vehicle by the toll of a bell fastened to the horse's neck.

Fare—a 10c cardboard ticket.

The first run out in the morning carried an on and off schedule, the driver packed a shovel, the purpose of which was to clean from the tiny tee rails the dirt and dust at times

ankle deep, which had been kicked up by the great bands of sheep passing through the city in the dead of night. A city ordinance prohibited the driving of sheep through the city during the day.

PERSONNEL NEWS

PENSION ROLL

Leonard Lewis Bacon, Engineer of the Los Angeles Railway Building, was placed on the Pension Roll, effective April 1, 1941. Mr. Bacon entered the service April 1, 1921. His present address is 562 N. Heliotrope Dr., Los Angeles.

Ralph Warren Brigham, Watchman, Transportation Department, has been retired, effective April 1, 1941. He was employed as Conductor, Division 1, May 1, 1908, appointed Watchman July 1, 1939. His present address is 5305 McKinley Ave., Los Angeles.

OBITUARY

Pablo Vasquez, Oiler in the Way & Structures Department, died April 23, 1941. He was born in Mexico, March 2, 1886, and entered the service as Oiler in the Way & Structures Department November 11, 1924.

Edward Christophor Bremm, Electric Repairer, Mechanical Department, died April 1, 1941. He was born in Helena, Arkansas, April 27, 1890, and entered the service as Wireman in the Mechanical Department May 19, 1925, and appointed Electric Repairer, February 1, 1932.

Aude Earl Downing, Motorman, Division 5, died April 1, 1941. He was born in Whitewater, Colorado, December 22, 1890, and entered the services as Motorman, Division 5, April 12, 1920.

Frank Elmo Griffith, on the Special Roll, died April 9, 1941. He was born in Grand Isle, Vermont, December 29, 1868, and entered the service of this company as switch repairer, in the Way & Structures Depart-

ment January 31, 1911, and was placed on the Special Roll February 1, 1935.

The wife of Leon P. Bean, Supervisor, Transportation Department, died April 6, 1941.

The wife of Marvin L. Howell, Motorman Division 1, died April 1, 1941.

APPRECIATION

Acknowledgements expressing appreciation for the kind thoughts and sympathy extended them during their recent bereavements have been received by the Company from Mm. Stella Mageau, L. P. Bean, Mrs. Earl Downing and family, Bertha C. Hough, Mabel E. Miller and Lillian M. Watson; and the Bremm family.

YELLS

Linda Carolyn, born to Conductor (Division 1) and Mrs. T. J. Pugh on February 20.

Marian Kay, born to Operator (Division 1) and Mrs. L. L. Everett on February 25.

Susanna Lee Emmet, born to Serviceman (16th Street Garage) and Mrs. Harold Z. Redd on March 1.

Robert Lester, born to Conductor (Division 1) and Mrs. B. W. Clark on March 31.

Darryl Fredrick, born to Carpenter (Vernon Yard) and Mrs. Charles D. Evans on April 2.

Dorothy Louise, born to Coach Operator (16th Street) and Mrs. Harold W. Palmer on April 8.

Judith Anne, born to Coach Operator (16th Street) and Mrs. Fred L. Merino on April 10.

Gary Earle, born to Motorman (Division 5) and Mrs. D. E. Fredburg,

on Easter Sunday, April 13.

Margaret Ann, born to Coach Operator (16th Street) and Mrs. Arthur A. Kemp on April 14.

BELLS

Conductor H. B. Bolton (Division 1) married to Miss Opal Huse on January 29.

Car Repairer Ray Scudder (Division 4) married to Lucy Clarke on February 28.

Coach Operator (16th Street) Glenn E. Blakeslee married to Miss Doris Kennedy on March 25.

Coach Operator (16th Street) Paul E. Hoover married to Miss De Ette Buckley on March 28.

Motorman Clifford R. Kennedy (Division 5) married to Miss Lorraine Daugherty on March 29th.

Conductor V. J. Ekberg (Division 1) married to Miss Agnes Hagan on April 16.

WEATHER-MAN'S FRIEND

W. Y. Stearns,

(Virgil)

I like the heat and sunshine,

I like the summer weather,

The woods and trees, the fields
and bees,

All seem to sing together.

I like the snow and rain and fog,

I like the winter weather,

When feet and toes, and eyes and
nose,

All seem to run together.

And when they've got me buried,

And all the prayers are said,

And some are glad, and some are
sad,

To know that I am dead,—

With all that change of scenery,

Where everything is new,

I somehow know, that where I go,
I'm going to like that, too.

Clubs and Vets

RETIRED MEN'S ASSOCIATION

P. C. McNAUGHTON, Sec'y.

The regular monthly meeting of the Retired Men of the L. A. Ry. was held Thursday, April 10, in Room 309, L. A. Ry. Bldg. We were entertained with a picture given by the Southern Pacific Railways, showing a trip through Arizona, and over most of the country of Mexico, giving a vivid description of our sister Republic, and its customs and conditions. The picture was continuous, and lasted an hour, and was one of the most interesting and instructive of any we have seen. If one ever wants to take a trip through that part of the world, we certainly recommend that they go via the Southern Pacific.

We are having excellent programs at our meetings and hope all who can will attend.

SQUARE AND COMPASS CLUB

By C. J. KNITTLE

Another month rolled around and Saturday, April 12th, found the Square and Compass men again at Van's Cafe stilling the pangs of hunger with generous portions of corned beef and cabbage. Five acts of super-fine vaudeville followed and, after a short business session, the host of Hiram's vanished into the night.

Incidentally, the Dinty Moore dinner was optional and although the membership at large forsook their social ambitions to satisfy the inner man, a few cream puffs (including a certain past-president) had to have finer food.

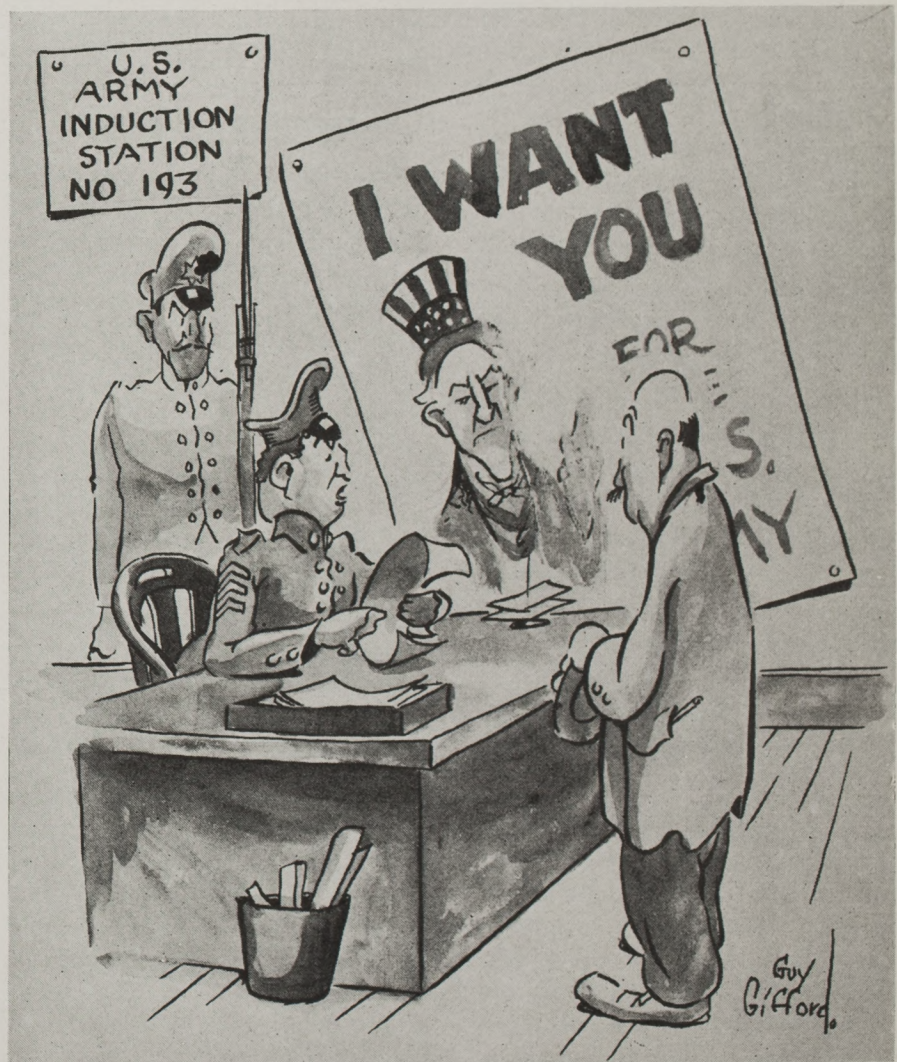
April was a rather quiet month in Square and Compass activities. The lull was apparently actuated by the

fact that the Degree Team rested. Members of the team, however, grasped the opportunity to improve their work and reported to the District School of Instruction on Third Degree at Henry S. Orme Lodge No. 458, on April 17.

It was a pleasure to learn that Brother S. R. Harrington (Div. 4) will be raised to the sublime degree of Master Mason, Tuesday, May 20th, at Glassell Lodge No. 605.

Master Harless should count on a good Square and Compass Club turnout.

May 10th is "Past-President's Night" at the Square and Compass Club and the opening number will be a T-bone steak dinner. A program of special entertainment will follow. The Club has fifteen past-presidents. This may be a great night at the Club. The place? Van's Cafe, 9th and Hill, starting at 7:00.



*"Three years in the Line Department
What do you know about soldiering?"*

WOMEN'S CLUB

By MRS. H. A. DEWEY

"Happy Birthday to You" was sung for Mrs. J. T. Watts April 8, during lunch hour of the Red Cross Auxiliary. Two camillia plants were presented to Mrs. Watts by the 33 ladies present. The luncheon was prepared by Mrs. B. E. Timbs, Mrs. F. O. Rowbottom and Mrs. R. F. Dwyer. Mrs. Paul Brown arranged the tables. At each plate small lamps, made by Mrs. P. Rucker, were used as place cards. Miss Emma Quigley as a guest of honor, saved the day as a real surprise for Mrs. Watts.

Mrs. H. W. Bailey prepared a delightful luncheon of chop suey, rice and tea April 10. Mrs. W. F. Ellis, Mrs. Frank Hebert, Mrs. Otto Schmolkel, Mrs. E. V. Athenous and Mrs. C. H. Lewis assisted. Cards were played later with prizes for Mrs. J. F. Carlin and Mrs. L. B. Meek in bunco; Mrs. Jennie Davis and Mrs. J. T. Watts in 500; Mrs. Shelby Brown and Mrs. E. J. Miller in bridge. April 17 Mr. J. Roy Holland spoke on "Facts About Your Local Tax Bill" and a general discussion was held afterward.

A verse reading choir, directed by Mrs. J. F. McCormick, gave two selections; "How Persimmons Took Cah Ob De Baby" and "Conubial Eclogue." The group consisted of the following ladies: Mrs. A. R. Hemm, Mrs. R. L. Wilson, Mrs. E. J. Miller, Mrs. H. A. Dewey, Mrs. J. F. Carlin, Mrs. L. F. Robinson, Mrs. C. A. Evans, Mrs. L. M. Coe, Mrs. W. G. Clardy, Mrs. J. T. Watts and Mrs. E. V. Athenous.

The trip through the shops and garage of the Los Angeles Railway on April 24, was taken by many of our Club Women. Those making the tour were escorted by Mr. Rex Guignard, Mr. Shelby Brown, Mr. Harold Conacher, Mr. J. T. Watts, Mrs. M. Kellogg, Miss Gale Verlatto, Mrs. Mary Hendrix, and Miss Clara Wilh-oft. Everyone was exhausted as the trip ended yet it was something to be

long remembered. Many thanks to all those making this inspection tour possible.

The annual election of officers was held Thursday, May 1.

The following officers were elected: President, Mrs. S. T. Brown; First Vice-President, Mrs. J. T. Watts; Second Vice-President, Mrs. E. J. Miller; Third Vice-President, Mrs. W. G. Clardy; Recording Secretary, Mrs. J. F. McCormick; Corresponding Secretary, Mrs. A. R. Hemm; Treasurer, Mrs. E. V. Athenous; Board of Directors, Mrs. H. A. Dewey; Mrs. B. E. Timbs; Mrs. A. P. Rucker; Mrs. A. C. Stover; Mrs. L. B. Meek.

It is not too late to come out for Red Cross work. Meetings are held each Tuesday in the Club rooms, 962 W. 12th Place, and will continue throughout the summer.

VETERANS' CLUB

On Tuesday, May 13, instead of the regular meeting of the Order of the Sword, Comrade Commander Cotterly has arranged for a regular Club meeting honoring the Charter Members and Past Commanders. Adjutant Taylor is endeavoring to contact all Charter Members who are no longer in the employ of the company, as well as those who are. All the Comrades are asked to be sure and attend this meeting. Grand Master Barkley of the Order of the Sword has very graciously consented to postponing the Sword meeting so that the large hall may be available. The Auxiliary has promised something special in the way of eats. Don't forget Tuesday, May 13, Patriotic Hall at 8:30 p.m.

Comrade Abel surprised a lot of the Comrades when he attended the last meeting on April 28. Judging from the way he looked the night of the smash-up, we thought it would be a long time before he would be on his feet again. Glad to see you back, Comrade.

Sgt.-at-arms McClurg showed up at the last meeting, just in time to be

there for the drawing, and believe it or not, his name was drawn for \$9.50.

In addition to winning the \$9.50, Comrade McClurg was also the lucky winner of an award made by Comrade Cotterly to him and Comrade Copeland.

You should have a notice by this time from the Adjutant, regarding that next meeting. If you haven't received your notice, jot down the date now—May 13. The committee promises a big night; don't miss it.

AMERICAN LEGION AUXILIARY

By BETTIE LEASMAN

Regular meeting of the Unit was May 6th, which was election day. May is Poppy month and Esther Wickham, Poppy chairman of the Unit, is very busy getting her program in shape, as we will sell poppies on May 23 and 24. All proceeds are used for child welfare, education, and rehabilitation. Please support this program.

Sometime in May we will put on an Americanism program at St. Agnes school at which time awards will be made on the Americanism essay contest winners. Also on the Poppy Posters.

June 18th our Unit will be co-hostess with five other Units at a picnic for the women patients at Sawtelle Hospital; this picnic will be held in Griffith Park. So you Past Presidents and others who care to attend, keep this date open.

June 11th, at Patriotic Hall, the 17th District will hold an all day meeting to make up the years report of the Units. This is a very important meeting, so be on hand to assist your President.

May 18th is the date for the I AM AN AMERICAN program, which will be held at the Hollywood Bowl. Time, 8 P. M.

May 8th at Patriotic Hall will be the National Defense meeting with several very fine speakers, so plan to attend.

The 17th District child welfare party on April 24th was a real success, thanks to those who supported us.

Second Vice President Mrs. Mae Carson has returned from San Francisco, where she spent several days visiting her father who is ill. Comrade Leasman and yours truly called on Comrade Bill Christmas at San Fernando. He is feeling much better, but must stay at the hospital. Why not call on Bill. He will be glad to see you.

VETERANS' CLUB AUXILIARY

By MARIE FREIVOGEL

On the evening of May 13, in Patriotic Hall, 1816 South Figueroa Street, the Los Angeles Railway Veterans' Club Auxiliary will observe its eighth birthday anniversary. This will be the first birthday party of

the Auxiliary, organized in 1933. The charter members of the club will be honored guests on this occasion. Members of the L. A. Railway Veterans' Club have also been extended an invitation to attend the party, scheduled to follow the business meeting.

All members are urged to attend this gala party, as well as all former members and interested friends. The Auxiliary always welcomes visitors, and especially on this anniversary day, do we invite prospective members.

A beautiful birthday cake, baked by one of our charter members, Ella Hoyle, will be raffled. Refreshments will be served by the committee composed of Susie Hannon, president; Ella Hoyle, Esther L. Williams, and Marie Freivogel.

It was announced at the last meeting of the Auxiliary on April 8 that

Mr. and Mrs. Hutchinson had moved East. We are sorry to lose Violet Hutchinson as a member.

The date for the College Quiz radio program has been set for January 4, 1942. Members wishing to take part in the label-saving contest will receive envelopes from Betty Roche.

We are happy to hear that George Abel is now at home, 8016 Halldale Avenue and recovering rapidly. If any of the members are near their home, please drop in to see George, as we are sure Letha and George will appreciate it.

Elena Detrick resigned as finance chairman. Ella Hoyle was appointed in her place.

Ella Hoyle will have the linen hamper at the May 13 meeting, and members are asked to bring some linen gift at this meeting to fill the hamper. This is one of the Club's projects this year. The filled hamper will be raffled later, and the proceeds used to purchase Christmas baskets. So won't you help by bringing some little linen gift?

Again we do urge all members, charter members, and friends to come out and join us in our birthday celebration, May 13.

Installation of officers and the yearly reports will be held on May 15. It would be nice if all members would attend. Mrs. Ashworth will have charge of refreshments.



'Which would you rather see? Me talkin' like a gangster or my new plates flying into passengers faces?'

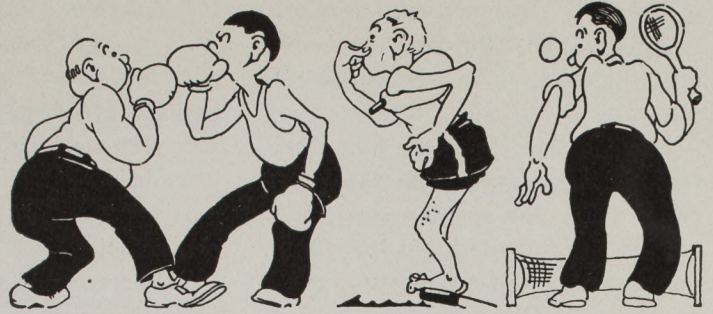
TRADING POST

FOR SALE—Player Piano, \$40.00. Melville Clark make with a bench and about 50 rolls of music. F. W. Preston, Div. 4, or 2107 Portland Street, Prospect 0824.

FOR SALE—Fifteen-foot boat with trailer and outboard motor—\$150.00 cash. Call at 661 W. Avenue 28.

FOR SALE—3-piece walnut veneer bedroom set, in good condition, \$17. Call at 5830 Ernest Avenue, L. A., or phone E. J. Miller, Sta. 203.

SPORTS



BASEBALL SEASON OPENS

Amid flag-raising ceremonies and music by the L. A. Railway Orchestra, the 1941 baseball season got under way on Sunday, April 27th.

Mr. Wimberly had his customary six ball warm-up and then proceeded to pitch to battery mate Mr. C. E. "Smiles" Morgan. Superintendent Snyder was behind the plate. Batter Watts of the Shops and Superintendent O'Hare of Division one each hit line dribbles back to pitcher Wimberly and the official games were inaugurated.

This year the league is to be one round only. The first four teams will compete in a playoff. Team finishing first will play team finishing third and team finishing second plays team finishing fourth in the three-game series. Winner of each series to play a three-game series to determine winner of league.

Two games are played each Sunday, the first one starting at 11:00 A.M. and the second at 2:00 P.M.

Means Pitches One to Victory

Behind the five-hit pitching Dick Means, Division 1, squeezed through to a 4 to 3 victory over Division 4 in the opening game of the 1941 season. Dazzy Vance of 4 handled himself well on the mound only to lose a tough one when Duncan and Jones hit successive triples in the eighth to score the winning run. Means struck out five while Vance whiffed eight.

	R	H	E
Division 4	3	5	4
Division 1	4	8	3

Batteries: Vance and Giese, Rasmussen, Stevers; Means and Tracy, O'Neill.

5 Wins on William's Homer

Winkie Landreth's five-hit pitching coupled with second baseman William's big stick enabled Division 5 to upset Division 3 in ten innings 8 to 7. Williams hit for the route in the tenth to break a 7 to 7 deadlock. He also had a double and two singles in five trips to the plate. Landreth struck out fourteen Division 3 men.

	R	H	E
Division 5	8	14	2
Division 3	7	5	5

Batteries: Landreth and Templin;

Woodward, Christiansen (5) and Besswick.

FISHING

All Company employees interested in a free membership in the Los Angeles Railway Rod and Reel Club should contact Operators C. A. Malin and H. T. Megill of the 16th Street Coach Division. The purpose of the Club is to organize fishing trips, inform its members when and where to catch the big ones and to enable them to purchase their tackle at a discount.

LARY BASEBALL LEAGUE SCHEDULE—1941

APRIL 27			
Division No 4	()	vs. Division No 1	() 11:00 A.M.
Division No. 5	()	vs. Division No. 3	() 2:00 P.M.
Bye—So. Park, Coach, Vernon			
MAY 4			
South Park	()	vs. Coach	() 11:00 A.M.
Vernon	()	vs. Division No. 1	() 2:00 P.M.
Bye—Divisions 3, 4 and 5			
MAY 11			
Division No. 3	()	vs. Division No. 4	() 11:00 A.M.
Coach	()	vs. Division No. 5	() 2:00 P.M.
Bye—Division 1, Vernon, South Park			
MAY 18			
Division No. 1	()	vs. South Park	() 11:00 A.M.
Division No. 5	()	vs. Vernon	() 2:00 P.M.
Bye—Coach, Divisions 3 and 4			
MAY 25			
Coach	()	vs. Division No. 3	() 11:00 A.M.
Division No. 4	()	vs. South Park	() 2:00 P.M.
Bye—Vernon, Divisions 1 and 5			
JUNE 1			
Vernon	()	vs. Division No. 4	() 11:00 A.M.
Division No. 1	()	vs. Coach	() 2:00 P.M.
Bye—South Park, Divisions 3 and 5			
JUNE 8			
South Park	()	vs. Division No. 5	() 11:00 A.M.
Division No. 3	()	vs. Vernon	() 2:00 P.M.
Bye—Coach, Divisions 1 and 4			
JUNE 15			
Division No. 5	()	vs. Division No. 1	() 11:00 A.M.
South Park	()	vs. Vernon	() 2:00 P.M.
Bye—Coach, Divisions 3 and 4			
JUNE 22			
Division No. 3	()	vs. South Park	() 11:00 A.M.
Coach	()	vs. Division No. 4	() 2:00 P.M.
Bye—Vernon, Divisions 1 and 5			
JUNE 29			
Vernon	()	vs. Coach	() 11:00 A.M.
Division No. 1	()	vs. Division No. 3	() 2:00 P.M.
Bye—South Park, Divisions 4 and 5			
JULY 6			
(No Game)			11:00 A.M.
Division No. 4	()	vs. Division No. 5	() 2:00 P.M.
Bye—Coach, So. Park, Div. 1 and 3, Vernon			

The four leading teams will participate in playoffs.



SOCCER TEAM

Standing, left to right: W. Lippiatt, Vice-Pres.; V. Burgess, J. Buchanan, S. MacKenzie, Mgr.; H. Eimer, Pres., S. Ormston, Capt.; R. LeClair, F. Burham, Trainer.

Kneeling, left to right: R. Meyer, W. Wilson, L. Kelsey, J. Ogden, P. Vanderplas. Children, left to right: Jerry Burgess, Barry and Brian Ogden, Jimmy Kelsey.

AGES

By W. W. Webb

16th Street Coach Division

Holding a chubby lad

By the hand;

A young matron boarded

A third street car.

Smiling the conductor said,

"Tell me little man

How old you are?"

"I'm five the little lad said;"

Then he asked: "How old are you?"

"That's easy" the conductor said.

"I'm just twenty-two."

Then, the little lad smiled

This seemed like lots of fun;

Then he loudly piped

In a high shrill voice,

"Mother's older than you

She's thirty-one."

"If anything else had gotten stuck, you guys wouldn't have been here for hours!"

WHY IS IT?

Why is it, when I stay awake,
And toss about in bed,
I feel much more like getting up,
But must lie there instead.

But when the darn alarm goes off,
I'm feeling like a heap,
And when I can not stay in bed,
That's when I want to sleep.

W. Y. Stearns.
(Virgil)

Mother: "That brazen Miss Vamp boasts that she has been kissed by every married man in town except one!"

Father (absently): "I wonder who he can be?"

IDEAL CONDITIONS

"I want to do some shopping today, George, if the weather is favorable. What does the paper forecast say?"

"Rain, hail, sleet, snow, thunder, lightning, and fierce winds."

—The California Plasterer.



Dear Ladies

California Fun Fashions

By MARY O'BRIEN

Broadway Department Store

CALIFORNIA clothes, especially summer sports styles, have a zest, a zing, a youthfulness that makes them the on-schedule favorites of the nation.

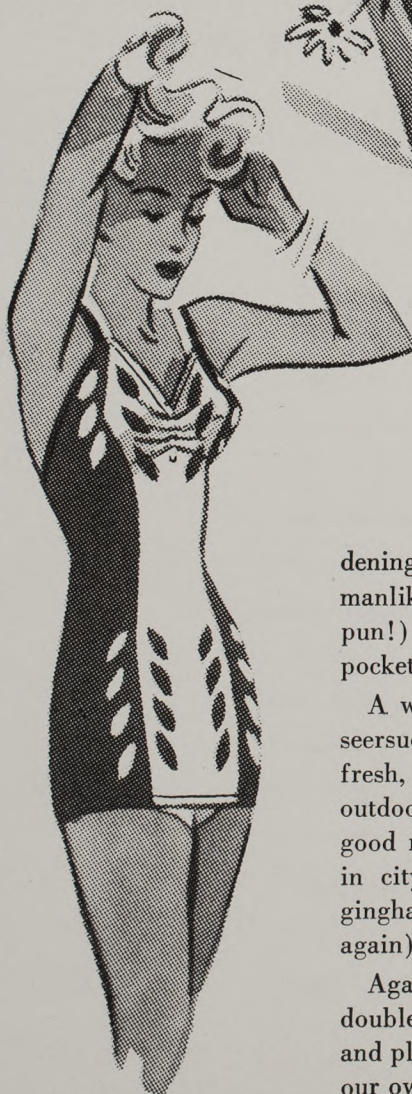
And just what are these styles that are making news across the country? The prime favorites are denim play clothes. These fall into three classifications . . . your old friends, the salty blue Sanforized denims . . . slacks, jackets, shorts, culottes, play suits.

Newer are the "Western" denims. Natural beige color, these jackets, slacks, culottes feature nail studded pockets, in the shape of horse shoes. Naturals for dude ranches, barbecues, picnics. Then there are the "Country Cousin" denims. These are in hayseed stripes that everyone is mad about.

California wouldn't be California without swim suits, and here, there is simply no end to the talent of our Los Angeles designers and makers. A favorite is the Catalina suit sketched. Featured in *Mademoiselle* magazine, it's a form-fitting suit of lastex, featuring a leaf pattern. Grand go-wither to California sun-tanned skins.

Slacks are a prize favorite of all but they must be meticulously well tailored and perfect fitting for a trim, soigne appearance. It's a bright idea to try on your slack suit before selecting, and not just go in a store and ask for a size 14, 16 or 44. A heavy contender among the many favorites, is the slack suit with saddle stitching . . . in a cool, crisp rayon fabric.

If you go in for gardening, and who in California doesn't, there are special gar-



Illustrations, courtesy of The Broadway.

dening outfits you'll like. They're brisk, womanlike, really "down to earth" (Ouch! What a pun!) in styling. Many of them have special pockets for your gardening tools.

A word about play suits. Cotton, especially seersucker, is a big favorite. Seersucker is so fresh, clean, crisp. It goes with that scrubbed, outdoor look native to Californians. And . . . good news! Cotton comes to town this summer in cityfied versions. In dresses and suits of gingham, Glen plaid seersuckers (seersucker again) and in piques.

Again, take your fun where you find it. And double that fun by wearing the smartest sports and play clothes in the world, made right here in our own back yard, so to speak . . . Los Angeles!

A Tribute to Mothers



Mothers, May 11 is your day, a day that was designated by the Congress of the United States in 1914, setting aside the second Sunday in May for you. Everyday is your day however, because we go to you for strength and inspiration, and by these hope your dreams will be realized by seeing in your son or daughter those qualities that will make you happy. Your love and unselfishness far exceeds all the material wealth in the world. We hope your sacrifices for us have not been in vain. We always want to go to you Mother for your sincere love and understanding when things just don't go right. Your beautiful life and soul is one of the dearest treasures a loving heart can possess.

God took the sunshine from the skies and made the lovelight in your eyes;
From honeyed flowers He took the dew and made your tears, — unselfish, true.
Upon a rock He built your faith,
With Angel prayers He gave you breath;
And with His love, made yours divine
But best of all—He made you mine.

Lary Families Favorite Recipes



Apple Sauce Cake

- 1 cup sugar
- ½ cup shortening
- 1 tsp. baking soda
- 1 tbsp. hot water
- 1 cup sour applesauce
- 1¾ cups flour
- 1 tsp. cinnamon
- ½ tsp. cloves
- ½ tsp. nutmeg

Dissolve soda in hot water, add to applesauce, and add to shortening and sugar which have been creamed together. Sift dry ingredients together and add. Bake in loaf tin in moderate oven about 45 minutes.

Submitted by Mrs. Thomas Demery, wife of Operator T. J. Demery, 16th Street.

Peanut Surprise Cookies

- 1 cup shortening
- 2 cups brown sugar
- 2 eggs
- 2 cups flour
- 2 cups quick cooking oats
- 1 tsp. baking powder
- 1 tsp. soda
- ½ tsp. salt
- 1 cup Wheaties
- 1 cup coarsely chopped salted peanuts

Cream shortening, sugar and egg. Add flour, baking powder, soda and salt. Add Wheaties, oats, and salted peanuts. Drop on cookie sheets. Bake 10 to 12 minutes at 400 degrees.

Submitted by Mrs. Clarence C. Fischer, wife of Payroll Clerk C. C. Fischer, Auditing Department.

Crab or Lobster Meat Creole

- 1 clove garlic
- 2 tbsp. butter
- 3 green onions, cut fine
- 1 green pepper, chopped fine
- 1 cup solid pack tomatoes
- 2 tbsp. flour
- ½ tsp. salt
- ¼ tsp. pepper
- dash cayenne
- 1 cup cream
- 1½ cup canned crab or lobster
- Toast or patty shells

Method: Rub a saucepan with the clove or garlic. Melt butter in pan; add onions and green pepper and cook for 5 minutes, stirring constantly.

Add flour, salt, pepper and cayenne. Cook for a few minutes.

Add cream and cook, stirring constantly, until thickened.

Very slowly, add tomatoes, stirring constantly.

Add crab or lobster and heat through. Serve over crisp toast or in patty shells.

Submitted by Irma Watkins, Register Clerk, Auditing Dept.

Would You Like To Make a Window Box?

When you get a yen to burst forth with a few window boxes, did you ever stop to think that what grows well when facing West might refuse to do anything but droop in chilled sorrow if facing North? Well, flowers are temperamental, or perhaps it's susceptible, that way; so, for best results consult the following chart for each type of window.

West Window: When the window faces west and therefore gets a steady bath of sunlight all afternoon, try planting achimenes, maricas and spathiphyllum.

East Window: In the fresh and somewhat delicate eastern light, plant hyacinths, Fibrous-rooted begonias, clivias, calla, and spring flowering bulbs.

South Window: In this warm and sunny atmosphere, plant the Ever-blooming Begonia, Amaryllis, geraniums, cacti, especially Christmas cactus, Bermuda Buttercup and aloes.

North Window: We start getting a bit chilled here, but, even in this light things can be warmed up enough to produce. Try the monstera with their modernistic or tropical looking leaves, or Peperomia crassifolia or the floridana or sandersi variety of Peperomia. African Violet is lovely and Aglaonema has handsome heart shaped leaves that add distinction to any window box and especially add grace and interest to the otherwise chill caress of the northern light.

You ladies who have suggestions for this page are welcome to submit them at any time.

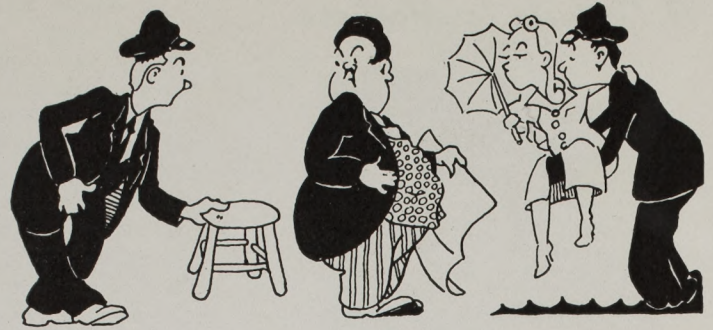
Sincerely,

Helen

Editor of

Dear Ladies.

RIDERS REPORT



Worthy of Commendation . . .

"I should like to report an act of courtesy and thoughtfulness on the part of one of your motormen which attracted my attention, and which I deem worthy of commendation.

"I was on one of your Pico cars April 14, about 1:20 p.m. when an elderly woman sitting in the seat behind the motorman told him that she wanted to get off at 11th and Broadway. The car stopped at 10th and Broadway and the motorman told her that the next corner would be 11th. This woman was obviously rather frail and feeble, having to depend upon a walking stick for support. She arose from her seat before the car started from 10th and I particularly noticed the motorman very carefully and thoughtfully start the car as slowly as possible, otherwise this woman would have been thrown off her feet.

"I thought you would be glad to know of this kindly act on the part of one of your employes. I noticed the number on the motorman's cap was 1073 (F. R. Brown, Div. 4)" E. O. MENZ,
305 S. Elm Drive.,
Beverly Hills

A Deed Well Done . . .

"I do imagine that you must receive quite a bit of letters praising the politeness and friendliness of your motormen, but this act will certainly do your heart real good, as it did to mine, and to a flock of fellow-passengers.

"On Tuesday night, at about 8:45 to 9, somewhere between Rossmore and Western, your motorman number 70 (J. D. Burns, Beverly Blvd.) stopped kind-of sudden on the other side of the street, and run backwards, all of us fearing that there must have been an accident.

"Everybody got up and looked back, when, in about two minutes, he returns, leading a blind man, sincerely apologizing, and seating him. I don't think that any eye remained dry. Intended to write to you, gentlemen, yesterday, but could not get to it. To my pleasant surprise, last night, traveling at the same time, he must have been watching and I've

seen him stop again, on the right side, and bring in the same middle-aged man. Enough said."

FREDERICK E. SZEMERE,
445½ N. Occidental Blvd.,
Los Angeles

Patron Writes Thanks . . .

"Coming to this city one year ago I have been extremely fortunate in having at my disposal the service rendered by your company and its employes. As other visitors no doubt do, I asked many questions as to directions, this information was given in a very helpful manner by the conductor, or if a phone inquiry, your information operator.

"As in all organizations, there are some workers who add just that little bit more to the job, that little may make them stand head and shoulders above the rank and file. So this morning in riding the "A" car south I was very much impressed with the manner, the courteous, good-natured efficiency of the conductor (R. T. Melton, Div. 4). I do not know his name but I did get his number. I am sure he is a very apt student of human relations and will make his mark.

"May I say that your safe means of transit appeals to me, that its efficiency is exceeded only by the courteous and helpful operators and for all the newcomers to Los Angeles who haven't time to write, may I thank you."

CHAS. R. HENRY,
1302 West 23 St.,
Los Angeles

"Kindness Personified"

"I would like to comment on the kind and gentle treatment given to a blind man by one of your conductors on the "J" car line.

"It was on March 13, at about 4:15 p.m. I was on a westbound "J" car, when conductor 2362 (H. A. Parrott, Div. 4) assisted this blind man to whom I refer. It was kindness personified and makes one realize there is still some who value humaneness before and above self."

Mrs. F. W. COOK,
3062 Field Ave.,
Los Angeles

Efficient and Good Humored . . .

"This is a letter of appreciation and sincere gratitude for the excellent service rendered to your passengers on the Western Avenue line from 104th St. to Hollywood Blvd.

"For many months I have had opportunity to observe the skill, courtesy, helpfulness and above all, the patience displayed by the drivers in very trying situations.

"Whenever it was possible, I have thanked the various young men personally, but it seems only just to write this letter.

"May I particularly mention operator 643 (R. N. Prickett, Western Ave.) with whom I ride quite a good deal for the efficiency and good-humor he unfailingly displays.

Mrs. WINIFRED WELLER,
1700 W. 65th St.,
Los Angeles

Excellent Example . . .

"Sunday evening, April 6, I was served by one of the finest drivers that I have had occasion to ride with on one of your buses. I know how easily it is to be "on edge" when you have to please the whims of the public.

"The driver was 857, (J. B. Yarnell, Wilshire).

"He stopped for me at a Wilshire Boulevard corner in Beverly Hills that was not a bus stop. It formerly had been a bus stop, and not looking for the triangular sign, I took it for granted that I could catch the bus there. When he politely explained my mistake I had no feeling of being bawled out.

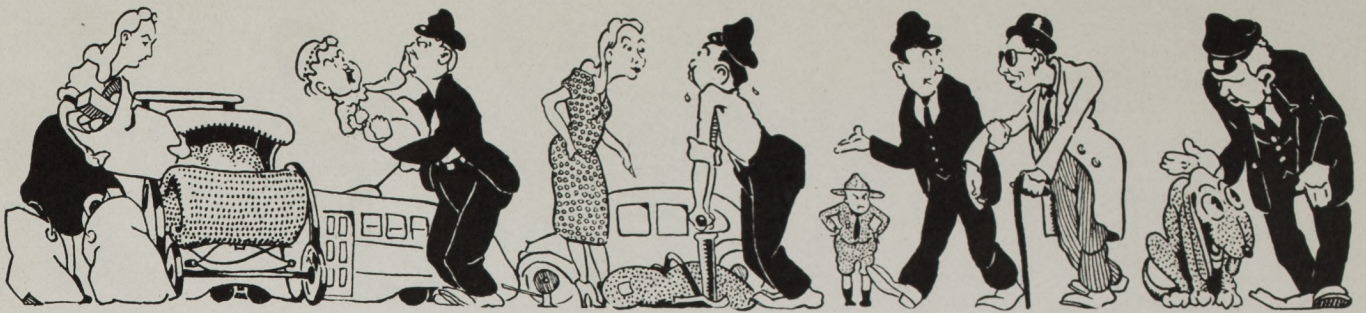
"I then dropped too much fare in the box and he graciously refunded the excess.

"I noted other courtesies he extended to several passengers.

"One particular virtue of his is that he called the streets loudly and distinctly.

"857 is an excellent example of "bus drivers as riders like to have them."

C. K. PACKER,
6610 A State St.,
Huntington Park



Fine Driver . . .

"Of all your employees with whom I have come in contact I wish to state that your bus driver 646, (S. W. Galvin), is without doubt one of the finest, pleasing and courteous drivers in your service, and fully believe that he will merit your fullest consideration in any position he may fill in your company."

HENRY BEIGER,
6718 Avalon Blvd.,
Los Angeles

Conductor Praised . . .

"Re: Conductor 3181—H. E. Rardin (Div. 3).

"My mother wishes to thank this man for his courtesy and care given to aged folks. It is pleasant to know that one can place an aged person on your cars and know they will arrive at their stopping point in care of a man as 3181."

F. H. SCHILLING,
No address given.

Very Gracious . . .

"I was very favorably impressed with the courteous, kindly action of motorman 2479 (W. K. Bliss, Div. 5) on the 39th Street "U" car assisting an aged and crippled woman to alight from the car at 39th & Vermont this evening at about 4:15 p.m. He did it so graciously, not as though a duty he felt he should perform."

O. C. RICHARDSON,
940 Francisco St.,
Los Angeles

From Our Mail Sacks Also Come Letters of Commendation to:

TRAINMEN

F. E. Adolph, Div. 5
E. J. Aiken, Div. 5
C. C. Albert, Div. 5
J. W. Allen, Div. 3
W. D. Allen, Div. 5
C. E. Benedict, Div. 3
H. Berry, Div. 4
R. W. Birchell, Div. 4
A. M. Brim, Div. 1
H. Buckman, Div. 4

L. J. Burcham, Div. 5
P. M. Burger, Div. 1
*E. A. Burgess, Div. 4
A. R. Burk, Div. 1
D. A. Buzzell, Div. 5
R. K. Camp, Div. 3
R. E. L. Carroll, Div. 4
R. G. Copeland, Div. 5
**R. E. Damm, Div. 4
J. R. Dean, Div. 5
W. L. DeGeere, Div. 4
J. Dennison, Div. 5
E. Donlon, Div. 4
R. M. Doull, Div. 3
*G. H. Drinkwater, Div. 5
S. F. Early, Div. 4
D. H. Eccles, Div. 3
B. J. Edwards, Div. 1
R. E. Elicker, Div. 4
B. S. Evans, Div. 3
J. G. Feaster, Div. 3
H. Z. Ferguson, Div. 4
W. A. Fletcher, Div. 5
O. R. Francis, Div. 1
*I. Gasparro, Div. 3
W. E. Gibbs, Div. 4
M. O. Greer, Div. 3
J. M. Grunawalt, Div. 3
J. R. Hall, Div. 4
A. J. Hancock, Div. 1
V. W. Hankins, Div. 1
W. Herrmann, Div. 1
R. F. Howard, Div. 4
G. A. Hunt, Div. 3
T. H. Hunter, Div. 5
C. B. Jennings, Div. 3
M. C. Jones, Div. 1
E. L. Kennedy, Div. 5
S. L. Lake, Div. 4
H. W. Lambers, Div. 1
O. N. Lee, Jr., Div. 4
E. J. Linder, Div. 4
R. E. Malcolm, Div. 3
R. H. Manning, Div. 4
W. E. Maupin, Div. 1
L. L. Meeker, Div. 5
*A. R. Miller, Div. 3
R. R. Mizer, Div. 4
H. B. Moormann, Div. 5
**R. G. Monahan, Div. 3
S. V. McCarthy, Div. 3
J. J. McFarlane, Div. 4
D. A. Nylander, Div. 1
M. C. Park, Div. 1
J. W. Prutsman, Div. 4

T. J. Pugh, Div. 1
H. E. Rardin, Div. 3
C. J. Rupert, Div. 1
J. T. Shelton, Div. 5
P. H. Shortt, Div. 4
T. R. Sims, Div. 5
F. C. Smith, Div. 3
*W. B. Smith, Div. 5
W. C. Snoddy, Div. 1
K. S. Stephens, Div. 3
J. L. Story, Div. 5
R. F. Strong, Div. 5
D. E. Thomas, Div. 5
L. W. Tietgen, Div. 4
K. M. Umbarger, Div. 5
R. E. Vieth, Div. 3
J. G. Wells, Div. 4
D. B. White, Div. 1
M. L. White, Div. 3
M. W. Whitney, Div. 3
R. Williamson, Div. 1
T. D. Wilson, Div. 4

OPERATORS

D. G. Barstow, Western
F. J. Butler, Beverly
E. P. Dodd, Western
L. L. Dodge, Olympic
T. L. Dundas, Wilshire
G. C. Gilliland, Wilshire
D. L. Gladwell, Manchester
J. M. Hunt, Soto
J. W. Jobe, Wilshire
O. Johnson, E. 9th St.
*O. R. Jordan, Sunset
I. N. Klopfenstein, Normandie
J. E. Kresge, E. 9th St.
O. L. Lahman, Figueroa
*O. R. Lane, E. 9th St.
*H. H. Little, Beverly
C. H. Martin, Western
E. C. Mullin, E. 9th St.
B. H. Roberts, Alvarado
J. M. Roling, Jr., Grenshaw-Vine-La Brea
R. H. Smith, Washington
*R. M. Stinchfield, Hollydale
B. B. Towsley, Figueroa
W. C. Ulrich, Western
H. A. Walters, Western
R. A. Welch, Sunset
N. Williams, Inglewood
B. W. Winters, Grenshaw-Vine-La Brea

Note: Each asterisk represents one additional commendation

Newsmen

Report . . .



OFFICE

The girls bowling team still rates top billing. Mae Stevenson proved that it wasn't a fluke when she rolled a 183, for on a repeat performance recently she clipped over 193 pins. Mae's closest competitors are Maxine Hawke's 185, Elizabeth Cochran's 172, and Maude Campbell's 170.

Two men's teams, one from the Auditing and one from Schedule, have been formed to play in a round robin tournament with teams from South Park Shops.

A. L. Juul of Electrical was trying on a pair of trousers in the tailor shop one morning when a suspicious looking character walked in and on starting to speak saw A. L. in the dressing room, whereupon he turned and ran out. Juul claims credit for averting a holdup, but we understand Joe, the tailor, is out gunning for him for scaring a customer away.

New voices heard from the telephone operators are taking the places of Ethel Layton, who is visiting with her brother in Florida and Mabel Nelson, who enjoyed a swell trip through the Pacific Northwest and Idaho.

Western Air Express window displays, celebrating their 15th anniversary, feature Chief Telephone Operator Maude Campbell. Miss Campbell was the first member of the fair sex to fly Western Air Express from Salt Lake to Los Angeles. Her pilot on the trip was Major C. C. Moseley, vice president of the company. This memorable feat, which at the time was highly publicized, was accomplished in June of 1926.

Two women of late have had their profiles adorn the pages of the daily press. Betty Hastings of Public Re-

lations was shown with a large supply of umbrellas from the Lost and Found and Dorothy Anderson of Auditing hit the society page when she was chosen chairman of a children's Easter egg hunt sponsored by a local club.



Miss Maude Campbell, chief operator, first woman passenger to fly Western Air Express from Salt Lake City to Los Angeles.

DIVISION ONE

Our Safety Rally which was held at the Pacific Electric Auditorium on Saturday, April 26, was very interesting and from the comments heard on all sides, we feel that it was a real success, both from the entertaining and instructive side. The talks given by Mr. Morgan and Mr. Collins had the usual good points and the thought given by Mr. O'Hare should be remembered by all of us.

All in all, it was a grand show and in the future we hope to see bigger

turnouts for these Safety Rallies.

As we have improved our standing in safety records to second place, let us try still harder and make Division One Number One.

Baseball season opened at Vernon Yards on April 27 with a spirited and lively game between Division 1 and Division 4. Both teams showed excellent form but we are proud to let you know that the score was 4 to 3 in our favor.

Our sympathy is extended to Conductor C. A. Ream on the death of his mother, Motorman M. L. Howell on the death of his wife and to Switchman W. R. Houts who lost his son.

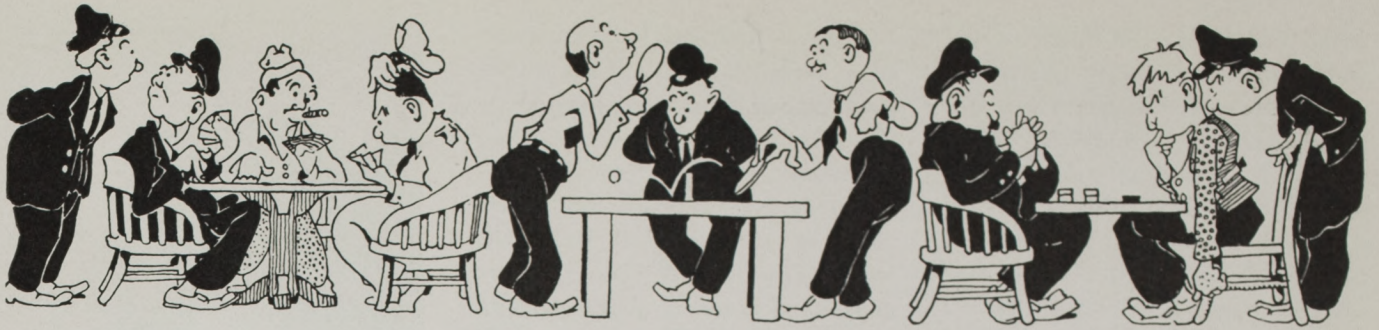
L. E. Adkins who suffered injuries in an auto accident on April 14, near Newhall, is on the road to recovery. He is at St. Vincent's hospital.

C. N. Reddick and M. R. Klein, former employes of this Division, were visiting us this past month.

Vacation time is in our midst and the following men are on extended trips:—D. C. West has gone to Texas, also P. Clark to the same state, M. L. Johnson, J. M. Hunsaker and J. G. Birch are in Missouri, M. R. Johnson in Nebraska, R. B. Alexander is in Kansas City, H. G. Bergdale in Iowa, N. C. Jones in Colorado, and F. E. Sorling in Stockton.

The following men are on the sick list:— T. P. Doolittle and A. F. Steinier, and the following men have returned to work from the sick list:— J. N. Orender, J. W. Rice, L. Christoffersen, G. V. Smith, H. A. Axtell, P. F. Loveridge, S. S. Troyer, F. A. Todd, J. C. Estell, P. H. Despars, R. A. Fuller and W. H. Green.

We have lost the following men



VIRGIL

Operator J. M. Faulkman suffered a very severe cut on his left hand a few weeks ago.

Jerry Rowlands of Virgil Mechanical Department is at St. Vincents with an infected tooth and is critically ill at the present time.

Operator R. W. Graves has returned from Kansas City, Kansas, after a short visit with his parents. Operator Ed Ramey who accompanied him remained with his parents.

Little Carol Ann Stewart, daughter of Operator Jack Stewart, has recovered from recent illness and is now attending school.

Operator T. G. Scott has returned to duty after getting the better of Old Man Flu.

Operator D. J. Sporman is confined at home with a severe case of the flu.

H. A. Atkins of Coca Cola fame is building a new home out the Valley way in Burbank.

Operator Bob Crandall reports that

L.A.M.C. Pistol Club range is being repaired of damage done by winter rains and bulletins of activity will be posted soon.

Virgil Bowling team won fifth place in P. E. League. Play-off game between Virgil and Motor Transit was won by Virgil. Team will not enter summer league.

Did you know that Operator C. P. Hunt besides being an artist and of no mean ability, also cooks as a hobby? Dispatcher Al Tieman raises ribbon winning flowers.

Supervisor Forrest Musselwhite is convalescing at home and is very much improved at this writing.

Operator Floyd Caldwell received appointment as temporary supervisor.

New men to receive congratulations this month are: C. B. Ballinger, Owens, C. D., Robinson, R. J., Ardrey, J. M., Ewers, E. W., McDonald, J. P. Goodluck, fellows.

OFFICERS OF ARTHO

Changes in the line-up of officers on the Board of Directors of the



These smiling youngsters are (left) Frederick, 3 year old son of Motorman F. A. Vallee (Division 1), and (right) Beverly Ann, 1½ year old daughter of Conductor P. A. Vannice, Division 1.

to the Army: E. W. Ericson, W. C. Chandlee, G. Seed, W. E. Carlson, and P. A. Alberico.

J. T. Johnson and J. O. Ashcraft have gone back into the Navy.

Other work is being taken up by D. W. Gibson, G. G. Harlow, A. M. Krieb, G. W. Miller, W. J. Singer, M. W. Pickett, W. D. Huse and J. W. Bullock.

We welcome J. W. Nichols and W. A. Phillips to Division One—the new men of the past month.

One man service has been reinstated on lines 2 and D with new schedules on each.

Men are peculiar, just as women have long suspected. For instance, a fellow who hadn't kissed his wife in five years, shot a fellow who did.

The little fellow at the right is Michael Anthony, son of Operator Walter John Duggan (Virgil) with movie star Joel McCrea. Michael plays the part of the son of Joel McCrea and Ellen Drew in "Reaching For The Sun."



Artho Federal Credit Union of the 16th Street and Virgil Coach Divisions, was necessitated when pioneer treasurer F. E. Caldwell had to relinquish his position on the Board in order to give full time to his promotion in the Company. The new line-up of the Board of Directors effective May 1 is as follows: H. W. Feller, president; U. T. Strong, vice president; C. G. Austin, treasurer; J. T. Hope, A. E. Chrysler, R. Selbo, and J. U. Arant, Directors.

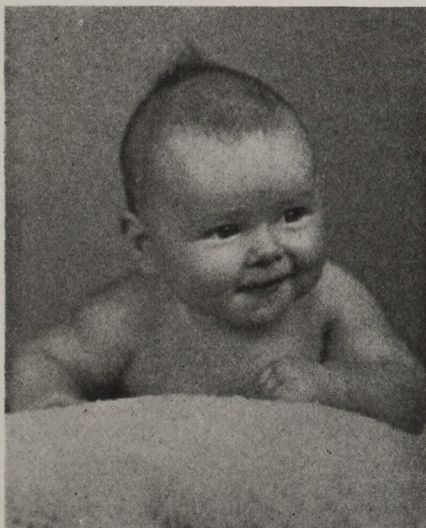
16TH STREET COACH

The Wilshire Line Bowling team of the Pacific Electric League finished the season in third place in competition with 21 teams. W. W. Chase rolled the high game of the season with a score of 264.

F. L. Merino never knew that white paint could cover so much area until those two cans were accidentally upset in his coach and on him. The open top cans looked like harmless flower pots in paper wrappings and were parked behind the operator's seat.

Some of the boys want to know why D. Barstow has to go all the way to Hollywood to get his hair cut in a beauty salon.

We understand that Charlie Lyle's forehead was cut and bruised when he tried to start his car the good old-fashion way with a crank handle.



The little tot above is Donald Leon, 3 months old son of Mechanic (Virgil) and Mrs. C. L. Wallace.

After A. Rohrbeck had extinguished a fierce blaze on a Ford car recently, the grateful lady driver identified herself as the wife of one of our operators.

Among those who have left this Division recently are E. P. Brule who left for Florida, R. A. Goings who we understand is now a guard at North American, H. M. Edwards and F. E. Johnson who are now with the Union Pacific Coach Lines, G. W. Sumners who is with Lockheed after about 11 years in our Coach Division and W. M. Kirby and W. E. Cooper who joined Pacific Greyhound out of San Francisco.

We welcome the following new men in this Division—R. N. Dyer, A. R. Yerkes, T. C. Smith, C. C. Henry, E. G. Brehm, R. C. Cooney, and R. E. Schramm. We also welcome the following new men on the Los Angeles Motor Coach Lines operating from this Division—H. A. Benny, R. L. McDonald, W. R. Wood, F. B. Shankle, R. W. Barry, D. F. Mohnike, G. I. Battelle, J. Schmidt, E. T. Cleveland, J. E. Haymaker, H. A. Thomas, M. Miller and S. W. Rew.

DIVISION THREE

On Saturday night, May 10th, 8:00 p.m., in the Pacific Electric Auditorium, at 627 South Los Angeles Street, "Prof." S. L. Bragg is going to put on another of his matchless shows to be followed by a dance, with music by the Los Angeles Railway orchestra. Mr. Bodley says some top-notch entertainers have been secured and all will feel well repaid for their presence. We have been having large turnouts at these entertainments and would advise you to be there by eight sharp.

On the night of March 26th Conductor A. E. McGown, better known as "Red", was held up on North Broadway and relieved of all his collections.

Many of the older men of this division were extremely sorry to hear of the death of Jarvis C. Phillips on March 27th. Mr. Phillips became a conductor out of Division Three on



Betty Mae, 12½-year-old daughter of daughter of Motorman K. L. Wolfe (Division 3). Betty is a unicyclist and drum majorette and will soon be traveling to the North on a theatrical tour.

September 23, 1901, and on January 11th, 1934 was appointed flagman. His funeral was held on March 31st at the Wee Kirk of the Heather in Forest Lawn Memorial Park. The division extends its sympathy to the bereaved.

That old-timer, Motorman C. E. Zimmerman will not be seen on the cars any more as he has been appointed a regular flagman.

It was quite a treat for Conductor Ia Gott, who would rather fish than do anything else, to be invited on a trip to the High Sierras — Convict Lake—Owen's River and other places for several days of fishing. The trip was arranged by his stepson, Albert Cooper and Roy Wickline, son of Conductor M. B. Wickline. Mr. Gott says it has always been his lot to make all preparations for these fishing trips, also to pitch camp and do most of the duties around camp, but on this trip he is not going to do anything but fish and eat.

The Ordinance Department of the Navy Yard, Washington D. C., advertised for men. Thirty-five thousand took the examination, as it was a



Left, father and son: Motorman R. L. Gates (Division 3), with his son Richard Irving, seven months.



Below: Richard Lee is the grandson of Switchman Jeff Holland, Division 3.

Civil Service job. Motorman R. R. Randles, being one of the number, and his was among the five highest grades, is now on his way to his new job, driving through via his old home in Kansas for a few days' visit. All of his friends wish him the best of luck.

April 25th was a red-letter day for Conductor L. B. Meek, for on that day he ate his first meal in his new home on Avenue 64.

While it is merely a month before vacations start on the 1941-42 period, many of our older men might be seen looking over the new sheet posted in the rear of the assembly hall, so as to select the week that would best suit them.

We have been informed that Motorman H. Penberthy has a new suit which he would like to sell. It seems that Mr. Penberthy bought a suit with a new fastener known as the "Zipper", and he thought it would be just the thing he wanted, but did not come up to expectations so he is desirous of selling the suit.

On April 20th Division Three rang the bell again for on that date not an accident was reported. It surely makes our superintendent, Mr. Bodley, smile all over when he can make such statements.

DIVISION FOUR

From all indications we are climbing out of the cellar! As a matter of fact this division recorded no accidents one day last week and the general trend is for the better. On April 26th at the Division One Safety Rally, Mr. Morgan announced that we were in last place for 1941 thus far. However, it looks as though the division is already disproving his statement. No wonder that our Superintendent, Mr. Ellis, has made favorable comments.

Instructor A. E. Vejar (formerly of Division No. 4) will be celebrating his Silver Anniversary tomorrow, Sunday, May 11th. Several of his old time friends will assist him to see the light for Monday morning. Congratulations Bill, from Division No. 4, and we all hope you will have many more anniversaries to come!

One great charm of Spring not usually referred to when its virtues are extolled, is that life and limb are safer during April than at any other time of the year. To April goes the palm for being the safest month. This is seen in a report of the Metropolitan Life Insurance Company on accidents in Springtime and in other seasons. Although their

statistics do not refer to only car accidents, but to accidents of all kinds, the data is highly interesting. Let's get together and make EVERY month the Safest Month.

Here is a real example of Courtesy! Conductor W. M. Weems returned to his parked automobile one day, finding that his fender was ripped and bent. To his surprise, on the steering wheel there was a note, saying "Have your car repaired and send me the bill." The man left his name and address. No "hit and run driver this time."

If there is a baby in your family and you have difficulty in getting someone to come in to look after the child while you and your wife attend a movie, Motorman C. C. Crow has solved the problem. Just take the entire family along in the car and go to a drive-in theatre.

Here is an item I couldn't resist telling: A patient had a sliver in his finger and while waiting in the reception room, he did his best to get it out with a pin. The nurse told him that he ought to sterilize the pin with alcohol or he might get an infection from it. He replied; "Oh, that's alright; this is a safety pin!"

I have just received news from Conductor C. W. Meyers who was called back into the Navy a year ago. He wrote a letter saying that he has just returned from maneuvering in the Southeastern Islands and is



This is Judith Elda Matzenbacher, 4 month old grand-daughter of Motorman N. L. Goddard, Division 5.

stationed at San Diego for the time being. He sends greetings to all the men and is looking forward to the time when he can be back among us, pushing a street car around again!

There have been quite a number of changes around the Division lately: Conductor W. A. Sparling has resigned to take a Civil Service position at the Sacramento Air Field, Motorman C. C. Giannelli with the Los Angeles Power and Light, Motorman C. W. Parrott with the Union Pacific Railway, Conductor W. B. Barone joined the force of the Los Angeles Police Department, Conductor and baseball player O. J. Locklear to the Los Angeles Power and Light.

GARAGE

Seeking to glorify the Los Angeles River and prove to all skeptics that its majestic flow to the sea is indeed navigable, Joe McDonald and his son Jimmy launched their canoe in its waters at Dayton Avenue recently. Swiftly they glided past the green slopes of Elysian Park and through the picturesque maze of railroad yards and fertilizer works. At Macy Street, however, their craft struck a submerged piece of concrete and they were forced to "abandon ship" and hoist it up on the shore. Later they returned to the scene with their car but apparently some "river pirates" had ideas of their own concerning the salvage of abandoned hulks and had already departed with the damaged canoe. Joe and Jimmy, who know how to enjoy themselves, will build another canoe soon.

Doyle Rishel, who is getting quite a reputation as a polisher of semi-precious stones, received a gift from a friend recently. At first the multi-colored specimen appeared to be a geode of possible prehistoric volcanic origin. However, further examination proved it to be a colored hen's egg that had survived Easter.

Our dieticians Bud Taylor and Walt Williams lunched on rattlesnake meat sandwiches recently. Perhaps it was merely a coincidence that

neither of them reported for work the next day and then again perhaps they are allergic to canned meats.

At the time of this writing E. R. Sullivan was in the hospital for observation.

Omar Dean is the latest one from this Department to serve on jury duty.

Cake and ice cream late at night is too much for Sam Turner. According to the story it seems that during his spare time Sam had undertaken to teach four young men how to fly. When one of them "froze" at the controls during a dive, Sam preparing to bail out in a parachute, fell out of bed and awoke, all tangled up in the bedding.

In a downtown building recently A. Young rode an elevator past his floor with his foot firmly planted on a 25 cent piece. Later, as Young sprained his fingers in an attempt to pick up the fastened coin, the elevator man laughingly told him how many others had tried and failed.

Those who have recently left this Department are—Leo Olson who is now with Lockheed, J. K. Lynch now with Standard Stations, A. Leiser now employed by the State Employment Department, L. A. McDonald now at the Southern Pacific Shops and E. S. Deack now with the Pacific Gear and Tool Company.

New men filling these recent vacancies are—O. L. Renner, R. D. Ahlers, William Taylor, T. L. Haw, W. Mace, L. G. Hume, F. J. Drobney, Verne Bishop, E. O. Sathers, J. C. Ortmyer, G. F. Axtel and A. N. Bladel.

CAR HOUSE NO. 1

Ed Swanson, Assistant Foreman, days, almost received an appointment as an honorary fire chief a few days ago, but we understand that he failed to receive it when the Fire Chief proper could not find him during the rooming house fire which occurred across the street. For more particulars consult Eddie Swanson, personally.

E. M. Angel has been absent for

the past several weeks due to sickness. Hope you will be back with us soon.

Mrs. Burgess has also been on the sick list, and we are hoping for a speedy recovery.

DEPARTMENT NO. 2

W. G. Gregory, Mechanical Street Inspector, 9th and Main Street, days, is again enjoying good health. He states that the change in climate accompanying his change in residence was responsible for his improvement. Gregory recently moved from his old home in Glendale to the notorious City of Bell.

R. P. Sherrill is quite a busy man these days, driving his young daughter to music recitals. We understand she is quite an accomplished saxophone player.

CAR HOUSE NO. 3

Leo Harryman recently joined our ranks again but shortly left the service to go to work in the Lockheed airplane factory. The boys all wish him good luck.

Pete Hansen enjoyed his recent vacation just resting up.

W. Poorman tired of the spaciousness of his sedan, so now he has a cozy coupe.

Herbert McAllister's father-in-law recently passed away. Our sympathies are extended at this time.

Tom Hubbard spent his vacation fixing up around the old homestead.

L. W. Ferguson is sure a 100% booster for Arcadia. He informs us it is simply grand out there, but we have been unable to determine just what his remuneration is from the local chamber of commerce for this advertising.

The two new men at Car House No. 5 are R. O. Akerley and T. H. Matteson. We are glad to have you with us.

W. Alport lost a few days due to an infected hand, but is back on the job feeling fine.

There are many plans in the offing by those who have not already taken their vacations, so with the next issue we may have quite a wide variety of comments to make on this line.

CAR HOUSE NO. 4

K. McDonald entered into his spring gardening a little bit too exuberantly and strained his back in the process. He was forced to spend the week end in bed admiring the object of his endeavors from a more restful atmosphere.

E. F. Skinner spent his vacation at his 80-acre ranch in the desert.

J. Campbell, car house clerk, has been elected to serve on the Board of Directors in the Federal Credit Union for the balance of the year.

The men car cleaner forces do not remain here long enough for us to get acquainted with them.

It looks like cupid is gunning for a new victim at Car House No. 4. Ed Thomas was seen in Inglewood recently with a nice bouquet of flowers for a certain young lady friend.

J. J. Tolin defies anyone to beat his nice collection of cacti in his garden back of the car house.

CAR HOUSE NO. 5

G. King was transferred to South Park Shops after approximately seven years at Car House No. 5. Good luck to you Gail in your new assignment.

F. Shapos recently transferred to the South Park Shops in order to work in the Electrical Department.

Foreman Macqualters had his Dodge pretty well marked up. He reports that a driver ran a signal, which is almost the same as accusing someone of backing into him.

E. L. Davis resigned to work for an aluminum casting company.

R. Lathrop tried to stop a car truck with his foot and received a sprained ankle for his efforts.

AN EXPERIENCE

C. H. HARDY

The present warfare overseas reminds W. Trombley of the Garage of his experiences in the last struggle that two decades have failed to erase from his memory. Trombley found himself across the pond aboard the U.S.S. James, a wooden minesweeper, soon after America declared war. The hazards of minesweeping



W. Trombley, 16th Street Garage, aboard the U.S.S. James, former minesweeper.

were minimized when Old King Neptune started to churn up the waters of the Bay of Biscay into mountainous waves. This proved to be too much for the James. The crew, unable to cope with the many leaks, was compelled to abandon ship. Clinging to life rafts and immersed to their chests in the chilled waters of spring, the men were soon completely numbed. After three long hours the United States gunboat Marrietta arrived on the scene in answer to the distress signals. All were saved and taken to Brest, France. After recuperating, Trombley reported for duty aboard the cruiser Pittsburg at Venice, Italy for a Mediterranean cruise. Later he finished his naval service in California and settled down to the quiet life.

Jerry: "I'm a self-made man."

Skim: "You are lucky, I am the revised life work of a wife and three daughters.—Ex.

Salesman: "These shirts simply laugh at the laundry."

Customer: "I know. I've had some come back with their sides split.—Ex.

DIVISION FIVE

Here's giving you plenty of advance notice of the BIG DIVISION FIVE SHOW AND DANCE to be held on Saturday, June 7th. It will be held in the Pacific Electric Auditorium, 6th & Los Angeles Streets, and the SHOW will start promptly at 8:00 P.M. Our Master of Ceremonies, "Barnum" Billings, is a very busy man and is lining up a number of acts of the best entertainment ever to be seen. And don't forget to be there early if you want a seat.

Motorman F. J. Sterten did not waste any time during his week's vacation. He just hopped a plane for St. Paul, Minnesota, visited the folks and was back in plenty of time, and all rested up.

Motorman B. E. Haskell was all set to enjoy a cup of coffee and a sandwich at the end of the line one evening recently and when he opened his lunch box a huge grasshopper jumped out, hit him in the face and nearly knocked him unconscious.

When it comes to bringing in the tinfoil, Mr. L. E. Davis, of 158 West 53rd Street, and ex-motorman Ted Strong, sure pack it in, and it goes without saying that we are very thankful to them.

Conductor T. W. Fry is back from a two week's trip spent in Norfolk, Virginia, with his folks, and reports an excellent time.

Our best wishes go with the following men who resigned during the past month: Conductors A. H. Corwin, B. A. Rich, S. E. Lusby, W. N. Kerr and Motorman J. S. Thomson, L. G. Drake, J. R. Stanley, J. A. Kilby.

We have several new men breaking in on both ends and from advance reports they are doing very well and will soon be qualified. It goes without saying that we extend them all a hearty welcome.

Motorman F. E. Adolph and Conductor R. D. Harrison took a little trip up to the High Sierras just recently. It was to be a fishing trip, but the fish were on the wrong end

of the line. It rained so heavily that they almost had to be fished out of the stream.

We are glad to see Motorman A. E. Lininger, who was injured in an automobile accident about four months ago, walking around again with his arm in its natural position instead of up over his head a la Statue of Liberty style. Albert is getting along fine and is looking forward to being back on the job soon.

VERNON YARDS

The Vernon Yard Basketball Team has won the Championship again. This being the third year in a row that they staggered through to a win, they have permanent possession of the P. B. Harris Trophy. The Hudson Diamond Company's Perpetual Trophy is a handsome cup and enhances the Trophy display.

Caryll Thompson was off duty a few days with a bad cold. Could be the butter clams and grunions were too rich for him.

Who's Who in the dog feeding world. If your "Cookie" hound craves samples of George Ramsay's cookies don't go out to buy some of the same kind. Chances are the dog will refuse to eat them unless presented by George. For confirmation of above see Austin Fleetwood.

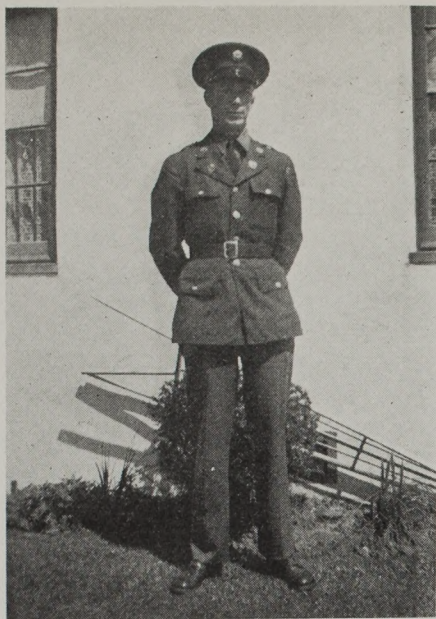
Watchman Fred Ellermeier went to St. Vincent's Hospital for an operation. Best wishes from everyone for a speedy return to duty.

The many friends of Frank Griffith, retired, regret to learn that he passed away last month.

On the evening of April 17th the boys at the yard put on another of their famous barbecues. Bill Morgan acted as Master of ceremonies, and after everyone had filled up on beef and beans some fancy stories were exchanged.

SOUTH PARK

At one of our Shop Entertainments recently, Mr. Bradley, our "Official" weather forecaster, gave us a little lecture; and among other things, he mentioned the beauties of nightlife on



Car Repairer Wilfred E. Oglesby (South Park Shops) who recently exchanged his overalls for khaki and is now stationed at San Luis Obispo. Father Ted Oglesby works in the Paint Shop at South Park.

the desert—of the moonlight and the stars, and of how he and one other person, who was also interested in the moonlight and the stars, strolled out upon the desert one night to enjoy the beauties of Nature. He did not mention, however, that the person he was with was the lady of his choice. And now they are husband and wife. The moonlight and stars will do things like that to you.

Mr. Lovell N. Campbell, of Carpenter Shop, is a Grandad once again. It's a girl, presented by his son and wife.

Mr. E. D. Boswell has been transferred to the Car Wiring Dept. and Mr. Howard Eimer from the Car Wiring Dept. to the Electric Repair Shop to fill the vacancy caused by the passing of Ed C. Bremm.

Mr. Jack C. Lockard has been transferred temporarily from Carpenter Shop to Machine Shop, due to the injury to Mr. F. A. Frazier.

Mr. Carl E. Wise, Carpenter Shop, who has been on sick leave for several days, resumed work Monday, 21st, "Feeling as well as usual".

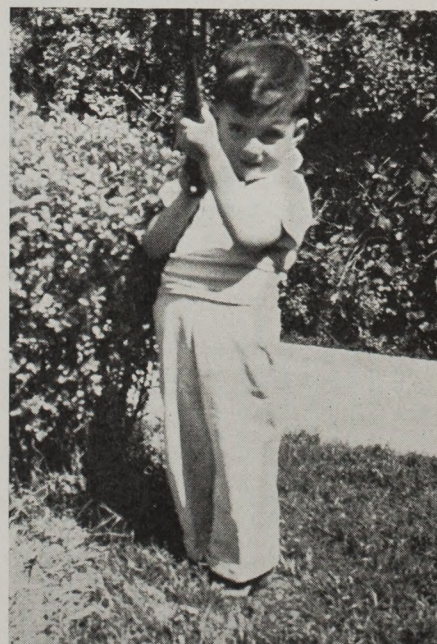
Mr. F. Arleigh Frazier, who was

injured in a fall in the Machine Shop a few days ago, is slowly improving. He received a severe head injury, the extent of which is not yet determined, and may be several days before a definite conclusion can be reported.

"Buy a lily, mister?" "Take a lily home for Easter, folks." The strident call went out the length of the Avenue for all to hear. The cars flashed by, the gayly dressed pedestrians strode by without a glance at the burley vender on the corner. Again and again that raucous call goes out to the passing public; and the lilies nod their lovely heads and sway their slender bodies to attract the hurrying throng, all day and far into the night; when the "Sheriff" finally quits and goes home. But can you imagine that big junk juggler handling lilies?

Mr. Mason C. Heidtke, from Division 4, transferred temporarily to Carpenter Shop, replacing Jack C. Lockard.

Mr. and Mrs. Lester Hewey wish to thank the many friends in the Machine Shop and the Blacksmith Shop for their kind expression of sympathy in the loss of Mrs. Hewey's Mother, Mrs. Abigail Sunbury.



Gilbert, 3-year-old son of Electrical Repairer and Mrs. Filipe Carrillo (South Park Shops)

ELECTRICAL

That strange looking fellow hanging around the Bonding gang was found to be our old friend Pete Goodas minus his mustache.

The plight of the first three vacationists of the Substation Department was somewhat sub-rosa.

It was necessary for J. G. Knapp to take his vacation due to the illness of his son.

E. B. Wade was ready to leave for Arizona when his daughter had to be put under a doctor's care.

However, all were well on the road to recovery at the time of this writing.

"Kidder" Moser was dishing it out the other night on the streetcar. He was telling everyone within hearing distance how "henpecked" the motorman was. He even remarked that the scar on the motorman's cheek was caused by a blow from his wife. All during the "jam session" a woman riding on the car enjoyed the procedure tremendously, even making remarks to edge Mose along. When she alighted from the car everyone except Mose began to smile. Finally someone told him that she was the motorman's wife. Serene silence reigned for the balance of the trip.

R. A. Horn's wife was under the weather and he had to take his leave at that time to be with her.

'13' ON THE RUN

I went to sleep the other night
With '13' on my mind
Thinking of the train-run "jinks"
Number 13, "W" line.
The rattle of that old 'alarm-clock'
Spoiled a night of fun
Just thirteen minutes and thirteen blocks
To '13' on the run.

With red pajamas on display
My trousers in my hand
I could hear the foreman say
"Three days as handy-man".
With precious moments speeding by
My feet, they weighed a ton.
I told 'the wife' to find my tie,
Meet '13' on the run.

Just then a flock of coal-black cats
Came dashing thru the door.
I tried to kick them in the 'slats'
My foot stuck to the floor.
I grabbed a bunch of auto keys,
Exactly twelve and one
And started down the stairways
With '13' on the run.

I tried a dozen keys, or more
Then found the one that fit.
The motor made one 'hissing sound'
Back-fired and quit.
I took one 'squint' down at the dash
The gas gauge registered 'NONE'
With only seconds left to crash
The gates for '13' on the run.

I've no desire to write my thoughts
There's never any need
For after all, 'tis only meant
For decent folks to read.
I'll only say what 'the wife' said.
"You're a kicking son-of-a-gun.
You kicked and jumped all over the bed
Yelling '13' on the run".

No words, no signs or semaphores
Could e're express my joy
Just to know it was a dream
And not the real Mc'coy.
I gazed in comfort at the clock
T'was only half-past one.
And the day I did not have to work
With '13' on the run.

You may call me "lazy cuss"
Or anything you choose.
For raising all this crazy fuss
About a little 'snooze'.
But the happiest moment of my life
Is my day-off at dawn.
I know some other guy's in strife
With '13' on the run.
By Conductor O. C. White, Div. 3

An Australian during the World War tried to enlist at Sydney. He was refused on account of bad feet. Next morning he presented himself to the medico once more.

"It's no use; I can't take you. You couldn't stand the marching," said the medico. "But why are you so insistent?"

"Well, Doc," said the flat-foot, "I walked 187 miles to get here, and I hate to walk back."—*Ex.*

"Both our sons are studying in Paris. Mine is going in for art; what is yours doing?"

"He wants to be a writer."
"Indeed; and is he doing anything in that line?"

"Yes, quite a lot. He writes for money nearly every week."

"H'm. Then we're pretty much in the same boat. My son, as I said, is going in for art, and regularly draws on me."—*Ex.*

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

	1941	1940	Increase + Decrease— Over 1940
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,107,298	1,111,528	— 4,230
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)	924,513	972,888	— 48,375
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	84,258	81,626	+ 2,632
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	65,977	66,336	— 359
Total Expenses	1,074,748	1,120,850	— 46,102
Leaves Net Profit or Loss	32,550	—9,322	+ 41,872

