

TWO BELLS



OCTOBER
1940
Vol. 21 No. 9



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VOLUME 21

OCTOBER, 1940

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A Kind Father and His Children

WHILE riding on a "5" car the other day we heard a conversation that interested us. Two gentlemen in the seat ahead were discussing certain of the country's economic problems such as unemployment and the general trend of living and working conditions. One of our fellow-riders pointed out that much had been done in the last few years to help the men and their families who were unable themselves, through adversity of one sort or another, to cope with the undeniably bad times we have gone through of recent years.

His companion said (as nearly as we can remember his words) "Well, now, admitting that a great deal of good has been achieved, let's go into it a little further."

"This can best be done by taking an analogy. Let us assume that all of these men and their families are the children of a kind, sympathetic, generous father who has inherited a very large fortune which his ancestors had slowly saved up and accumulated during a period of 150 years. The kind and benevo-

lent father wanted the children to have a more abundant life so instead of doing what his ancestors had done, which was to utilize the fortune of increasing production and living upon what was thus produced, he simply took the easy, child-like course of distributing the fortune itself among the children and letting them spend it. He did not tell them what he was doing. They thought they were living on the family income but at the end of his career, he being a man quite without business experience and having only inherited the fortune without ever having taken a part in creating it, they discovered that an enormous proportion of the family investments had been spent and a colossal mortgage had been placed upon what was left.

"This is one of the most familiar performances in history; it has happened to innumerable families and deep is their sorrow when they discover it. It has been happening to the people of the United States for the last seven years but they have not discovered it yet."

Our fellow-rider gave us something to think about.

Selling the *Second* Ride

Permanent Customers Seen as Essential to Profitable Business

THIS story is directed particularly to the platform men who are daily aboard the cars meeting and serving the public as representatives of the Los Angeles Railway.

Have you ever considered how few times it is possible to sell the product of the Los Angeles Railway by direct solicitation?

Have you ever thought of how great are the possibilities of selling our product indirectly?

The product which the Los Angeles Railway must sell in quantity in order that it may stay in business is *rides*.

There isn't much chance for any of us to sell rides directly because when we see the customer he is already on the car and has bought his ride, but, by the same token, this is exactly the best time to sell him *another* ride, at some future time by giving him the service he expects.

Right at this point is where we sometimes "fall down", mostly because the ride the customer is entitled to get and the one he gets is not always the same thing.

The customer wants to hear the streets called in a clear voice that may plainly be heard by him under all conditions of traffic. He wants courtesy even though he himself may not be as courteous as might be expected. He wants as even and comfortable a ride as he can get, and objects to sudden starts and quick stops where they are unnecessary. He wants to use the conductor as an information bureau if he so desires . . . and a thousand other things that really have no direct connection

with getting on and off a car for a ride.

Every platform man on the cars of the Los Angeles Railway is the company's salesman. Every rider is the company's customer. Every salesman, no matter what his line, is, in this age of selling, expected by the customer to show every added degree of attention he can give, and to go the limit in the matter of courtesy and extra service in order that this customer may come back and buy again.

It is a generally accepted fact among retailers who offer their merchandise to the public that the store cannot make a profit unless it is able to create permanent customers who come back time after time to make purchases.

All of these large mercantile establishments are agreed that they would rather have a customer who comes into the store every day or so and buys needles and pins for a few pennies, than one who comes in today to buy a fine fur coat, which may be sold at a large dollar-and-cents profit, and then never returns to that store.

It is the permanency of the customer which makes for profitable business.

The Los Angeles Railway is no different in this than the retail store. The railway cannot expect to keep going by having a turnover of customers each day any more than the store could exist under those circumstances. The railway must have its customers come back tomorrow

to buy another ride similar to the one he had today.

To follow up the example of the retail store. Most of these stores, if in the same general classification, offer practically the same quality of merchandise at the same prices.

However, the successful merchant is the one who has salespeople who give that extra bit of intangible service which makes the customer want to come back to that particular store.

And the transportation system that can depend upon its employees to do these extra things for its riders is the one who will carry the most passengers day after day.

There is no question but that the platform men of the Los Angeles Railway are doing this thing better than in most other cities. However, occasionally, there is a slip just as there are slips in the stores, and if we remember that every slip may lose a customer, there will be less slips and fewer lost customers.

This article is not written as a criticism, but rather as a reminder so that every salesman may be on the alert all the time.

It all accents the old saying that "A salesman should stand back of everything he sells."

(The only exception that we know of is if one is selling mules.)

We're selling rides—let's stand back of them by giving all the service the riders expect.

Girl customer: "Does this lipstick come off easily?"

Cosmetics clerk: "Not if you put up a fight!"

A MOTOR YARN

"I've had a terrible time with my car."
"Yes?"

"Yes. Bought a carburetor that saved 50 per cent of petrol, an induction gadget that saved 30 per cent and a sparking plug that saved 25 per cent, and after I had gone 10 miles my petrol tank was overflowing." — *The New Zealand Railways Magazine.*



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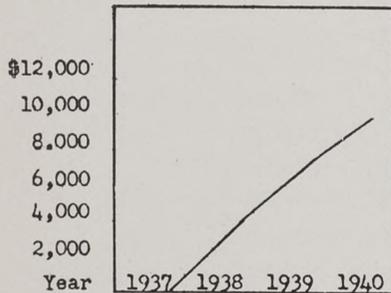
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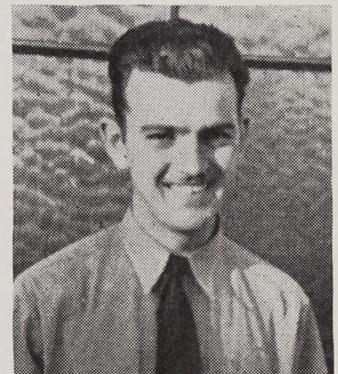
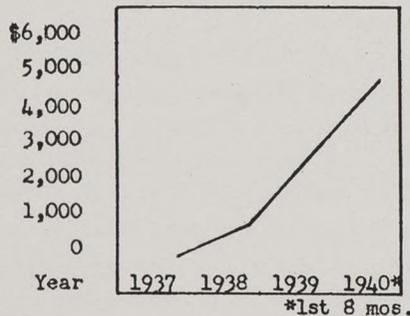
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CHARTS INDICATE CREDIT UNION'S PROGRESS

SHARES

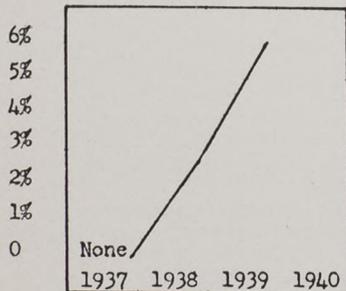


LOANS MADE TO MEMBERS
SINCE ORGANIZED



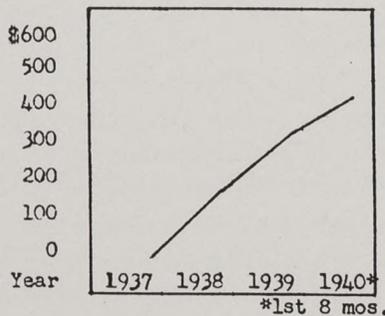
JOHN F. HOPE,
Supervisory Committee

DIVIDENDS



6% Maximum allowed by law.
Photos by P. C. Youngman, 16th Street.

RESERVE FOR BAD LOANS



P. C. YOUNGMAN,
Chairman Educational Committee

Coach Credit Union

Personalities and Facts . . .

ARTHO Credit Union officers in presenting this report of the organization's activities during the year request that all eligible to belong to the Credit Union extend their cooperation and advance any ideas they may have for the unit's further progress.

The Educational Committee held its first monthly meeting August 23, and reported that its progress is very satisfactory to date.

The following questions have been asked a number of times regarding the operation of the Credit Union, and this opportunity is taken to answer some of them:

Question: Who is back of the Credit Union?

Answer: The employes of this company have formed the Credit Union to help each other with their finances, and it is backed by the Federal Government.

Question: Can I get my money out when I want it?

Answer: You can withdraw any or all of your savings at any time when the Credit Union office is open for business, unless you are a borrower from the Credit Union or have signed someone else's note. The Credit Union may require thirty days notice just as a savings bank does, but it seldom takes such action.

Question: What assurance do I have that my money will be safe in the Credit Union?

Answer: Your money is deposited promptly in an insured bank until it is used. The treasurer is bonded. The Credit Union's accounts are ex-

amined once a year by a government examiner. A Credit Union Committee examines the books every three months. Official records show that Federal Credit Unions have had to charge off as uncollectible only about sixty cents for each one thousand dollars loaned.

Question: Why should I belong to the Credit Union?

Answer: To join with your friends and fellow workers in supporting a plan which will help each one of you save money, and will give you a place to borrow money when you need it. Thus, you will benefit yourself at the same time using your savings to help others. The purpose of this Credit Union is to promote thrift among its members by affording them an opportunity for accumulating savings and to create for them a source of credit for loans for provident or productive purpose.

ARTHO CREDIT UNION BOARD OF DIRECTORS

C. G. Austin, President;

H. W. Feller, Vice President;

C. E. Caldwell, Treasurer;

U. T. Strong, H. T. Megill, Bob Selbo, J. U. Arant

Credit Committee: W. M. Lewis, Chairman; W. P. Farrell, W. E. Cramer.

Supervisory Committee: E. P. Brule, Chairman; J. T. Hope, P. E. Snyder.

Educational Committee: P. C. Youngman, Chairman; W. W. Webb, Elmo L. Welch, Jesse W. Joe.

Library News...

AUTOMOBILE FACTS AND FIGURES. 1940. Facts and statistics concerning motor transport.

BIBLIOGRAPHY ON TRAFFIC SAFETY MATERIAL AND PUBLICATIONS. General Motors Corporation. American Transit Association Service Letter for August 1 says this is the most up to date list of traffic safety material available.

DYNAMIC LOADS ON GEAR TEETH. Amer. Soc. of Mechanical Engineers. A report that will prove of value to those seeking information on the strength of gear teeth as influenced by pitch-line velocities, errors in tooth profile, and elasticity of materials.

ECONOMICS OF TRANSPORTATION IN AMERICA. Kent T. Healy. 1940. A book on transportation economics which is not the usual routine text but written by a man with a first hand knowledge of the industry itself.

ELECTRIC TRANSPORTATION. Francis R. Thompson. 1940. A comprehensive review for engineering, maintenance and operating personnel of electric transportation properties.

GENERAL DISCUSSION ON LUBRICATION. Institute of Mechanical Engineers. 1940.

MEASUREMENT AND ANALYSIS OF NOISE AND VIBRATION. Daniel Silverman. 1940.

MODEL RAILROADS IN THE HOME. Earl Chapin Mayl. 1939. A new book with instructions for building and operating model railroads.

POOR'S FINANCIAL RECORDS. 1940. PROPOSED BUDGET FOR THE CITY OF LOS ANGELES, 1940-1941.

RAPID TRANSIT references, 1927-1940. A list of references of rapid transit with brief comments on each.

RECENT MAGAZINE ARTICLES

Advertising:

ADS TO SEL TRANSIT ANYWHERE. Transit Journal. June 1940. Ideas of transit men which show ways of preparing publicity material with broad general appeal rather than local application.

I SAW YOUR PICTURE IN THE PAPER. Transit Journal. August 1940. Riders pictures in the paper as part of an advertising campaign.

Accidents:

FLYING BLIND ON THE HIGHWAY. C. E. Fritts. Public Safety. August 1940. The mechanical condition of vehicles in relation to accidents.

Exhaust Fumes:

NO SMOKING PLEASE. Bus Transportation. August 1940. How New York City solved the exhaust odor problem.

Merchandising Transportation:

MAKE TRANSIT MORE ATTRACTIVE. American City. August 1940. A few suggestions for traffic engineering and transit management to stimulate use of transit facilities.

SELLING TRANSPORTATION DIRECT. Transit Journal. August 1940. House-

to-house canvasses by attractive representatives of the National City Lines introduce the public to the company.

Modernization:

MORE RIDERS AT LESS COST THROUGH MODERNIZATION. Transit Journal. July 1940. First duty of transit industry in national defense is to maintain properties so that they will be able to provide all military and civil transportation that will be demanded.

P.C.C. Cars:

80,000,000 MILES PROVE THEIR WORTH. E. A. Palmer. Transit Journal. August. Operating figures with P.C.C. cars. Speed is up and operating costs and accidents are down.

Tracks:

THREE OUT OF FOUR. John L. Martin. Transit Journal. June 1940. A brief article on construction of street railway tracks of a distinctly new type.

Clubs and Vets

AMERICAN LEGION

By ED ROCHE

Our Post is really "goin' to town" under the able leadership of our fine 1940-41 Commander, Charles "Handle-Bars" Detrick.

After attending to routine matters at our September 3rd meeting, we held election to fill the office of 1st Vice-Commander. That keen, live-wire Legionaire, Comrade Edward W. Cotterly, was unanimously elected and is certain to make a fine success of filling an important and difficult post.

After the election we adjourned and proceeded to attend the installation of officers of Commodore Perry Post No. 525.

Commander Dee Holder of the 17th District, and the excellent 17th District Ritual Team, under Captain J. Andrew Doyle and Sergeant at Arms Leo L. Leasman, conducted the ceremonies in a very impressive manner.

There was then a program of fine entertainment followed by the serving of delicious refreshments.

Our regular meeting on September 17th was adjourned early so that we and our Auxiliary could meet jointly and enjoy the really excellent program of music and entertainment arranged for by our Auxiliary, and featuring our own Junior Auxiliary

member, "Golden Voiced" Virginia Hogan.

Our guests and the members of the Post and Auxiliary then adjourned to the dining room and enjoyed a fine lunch prepared by our Auxiliary.

Comrade Jimmie Webb is ill at his home, 3727 Lawrence Ave., San Gabriel, and will appreciate visits by his comrades of our Post, and by his other LARY friends.

Comrade Detrick's fine son, Joe Detrick, has donned Uncle Sam's khaki, 75th Regiment, C.A.C. (anti-aircraft) at March Field, Calif., but will retain his membership in our S.A.L. Good luck, Joe!

Commander Dee Holder has honored our Post by appointing Comrade Sam Carson as Chairman of the 17th District School Awards Committee.

Our next meeting will be held in Patriotic Hall at 8:15 p.m. Tuesday, October 1st; all comrades are urged to attend and enjoy the good times we are having.

RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The first regular meeting of the fiscal year, was held in Room 309, Main Bldg., September 12th, at 2 p.m., President C. M. McRoberts presiding. Minutes of last meeting

were read and approved. The secretary reported that there had been no deaths of any of the members, and that four had been added to the roll.

It was moved and seconded, that all the officers of the preceding year, be re-elected, and that the secretary cast the ballot for their election, which received a unanimous vote. Evidently, the members present, were not opposed to a third term. The following officers will serve during the coming year:

PresidentC. M. McRoberts
Vice PresidentW. G. Miller
Sec.-Treas.P. C. McNaughton

An excellent program by talented artists, was rendered, consisting of:

Violin solos by Mr. Vincent De Lorenzis;

Solo by Sylvia Metcalf;

Humorous readings by Mrs. D. G. Taylor;

Tenor solo by Mr. Hampshire;

Duet by Mr. E. J. Miller, prominent Los Angeles attorney, and Miss Metcalf;

Yodeling duet by Mr. Miller and and Miss Metcalf;

Accompanist, Mrs Ina Dale, a very wonderful pianist, who, with Miss Metcalf, Mr. Miller, and Mr. Hampshire, led in community singing.

Meeting adjourned to meet October 10, same time and place.

VETERANS CLUB

By MYRON TAYLOR

Ye scribe is on vacation at the present time and is just lying around getting lazier than usual, although I did get up to the Times Building on the evening of September 16th to attend the installation of officers and the new unit of Post No. 566 American Legion. The Los Angeles Railway Veterans Club was represented by a squad in full dress uniform and if I must say so myself they looked real snappy and smart. Comrades who attended the installation were: Commander Dick Hoyle, T. L. Hutchings, C. J. Jackson, P. J. Rowe, Andy Duncan, S. O. Boen, and M. Taylor. Comrade Ed Roche was in charge of the squad during its maneuvers, and deserves a lot of credit for the showing.

Commander Charles Detrick, and Past Commander Leo Leasman of Post 541 were also present, and I would like to say at this time that Commander Detrick gets around more than any Commander I have ever had the pleasure of meeting.

The last meeting of the Veterans Club held on the 10th of September saw Comrades W. E. Clark and K. E. Umbarger of Division Three, riding around on the back of "Old Whiskers", and hanging on for all they were worth. Clark and Umbarger must be from Texas, because they are good rough-riders and kept hollering "let 'er buck".

Believe it or not, Comrade T. A. Wilson showed up for a meeting, and we are still looking forward to seeing Comrades Ed Moxley and Glenn Musselwhite. I understand Comrade Musselwhite has orders to report to the San Diego recruiting station in the near future. Well, it's nice to have known you, Glen.

The associated Veterans Club of the Los Angeles Railway will hold a big fun and frolic program on the last Saturday in October. There will be fun and prizes galore, so keep this date in mind and see one of the Vets for tickets. Bring your family, relatives, friends and neighbors and

even your best enemy, and have one big gala night.

See you later.

VETS CLUB AUXILIARY

By ELLA M. HOYLE, *Secretary*

The regular meeting was held September 10 with the attendance again 100 per cent. The 5c grab bag went over big, the expressions on the faces of the members when they opened their package was most amusing.

The rummage sale will be held on October 4 and 5 at 3201 South Central Ave.

Donations are still being collected and a card or a phone call to President Esther Williams, AL 1750 or Myron Taylor, Division 5 will let us know where to collect.

The tickets are going fast for the afghan which will be raffled at our second meeting on Tuesday, October 22 at Recreation Hall, Exposition Park. Please send or bring all stubs and unused tickets to this meeting. Winners need not be present. Prize will be sent to address on stub.

Arrangements are being completed for our food and fancy work sale to be held sometime in November, will be discussed at our next meeting possibly during the first week. This

AMERICAN LEGION

By BETTIE LEASMAN

September 17 the Auxiliary, Post and many guests enjoyed a very fine musical program which had been arranged by our music chairman Virginia Hogan.

Virginia graduated last semester from Fremont High School, and this year she is attending L. A. Junior College where she is majoring in music. She has also sung on many radio programs, and along with this she has given much time to various welfare programs.

Mrs. Esther Wickham is very busy on her membership chairmanship.

The Junior Auxiliary has sent into the Department a complete paid up membership with the addition of

two new members which were taken in at their last meeting.

We are sorry to report that Mr. and Mrs. Leo Nowak and daughter were hurt in an auto accident and we wish them a speedy recovery.

Sometime in October, date to be set later, the Auxiliary will hold a rummage sale. Anyone having any articles to donate call President Marie Manning, RO 0687 or Esther Wickham, RI 8640. If you have any magazines to pass on we will be glad to pick them up for the hospital. Several card parties are being planned for the winter months.

SQUARE AND COMPASS

By WALTER WHITESIDE

The first meeting since vacations was a huge success with 55 members present. Par excellent entertainment was preceded by a sumptuous steak dinner.

New members elected were George Goehler, Fred McMullen, Hank Williams and C. O. Ashton. They were charged with the duty to be present at the next meeting in order that they take the club's obligation.

The annual picnic held this year at Elysian Park was enjoyed by all present. The ball team captained by Fred McMullen carried off the bacon by the score of 39 to 0. The other team will come to bat next year. Races were held and several prizes were awarded.

On the night of September 26 the club was the guest of Henry S. Orme Lodge for a well-prepared dinner. Following the dinner the Degree Team conferred the honors on Brother Tex Brown, Supervisor.

WOMEN'S CLUB

By MRS. H. A. DEWEY

Mr. P. B. Harris, the Women's Club wish to thank you for the new awnings, chairs, and covering for sky light.

Our thanks to those responsible for the clean windows.

Speaking at our first meeting on September 5, Mrs. L. B. Meek ex-

pressed her hopes each one enjoyed the summer as much as she.

Mrs. G. K. Stanford lead the salute to the Flag. Mrs. E. J. Miller sang one verse and chorus of "God Bless America" with everyone joining in the second chorus. "The More We Get Together" and "My Wild Irish Rose" were sung in unison, accompanied by Mrs. R. H. Grettenberg.

A game called "Know Your Neighbor" was held and prizes were given to Mrs. H. W. Bailey and Mrs. Miller. The judges were Mrs. Meek and Mrs. E. Urban.

Refreshments were served by Mrs. E. V. Anthenous, Mrs. M. S. Thomas, Mrs. A. H. Middleton, Mrs. S. Ashworth, Mrs. E. Urban and Mrs. E. W. Yonkin.

The second regular meeting was held in the club rooms, September 19.

Mrs. McCormick gave a recitation on Patriotism which was written by her mother twenty years ago.

In extending an invitation to join the Drama Department sketches of "Mystery", "Patriotism", "Comedy", and "Drama" were presented by Mrs. J. F. McCormick, dramatic instructor, Mrs. J. T. Watts, Mrs. A. R. Hemm, Mrs. C. A. Evans, Mrs. L. M. Coe, Mrs. R. L. Wilson, Mrs. J. F. Carlin, Mrs. E. V. Athenous, Mrs. J. W. Inman, Mrs. W. G. Clardy, Mrs. Robinson, and Mrs. H. A. Dewey.

The speaker of the day, a white haired gentleman, Dr. Nathaniel Davis, President of the National Defense Society, spoke on "America's Problems Today". The facts to remember are: to follow the First Constitution, "The Ten Commandments"—Honor our Flag and make our votes count, for it is a privilege to vote. To carry out his thought, Mrs. Davis recited "If God Should Die" and "It Must Not Happen Here". Miss Ruth Cooper sang "Song of the Flag", "It's My Vote and Thy Vote", and "The Stars and Stripes For Me" accompanied by Mrs. Peabody at the piano.

•

*"Honest
to Heaven,
Matilda,
cross my
heart
and
hope to die
if it
wasn't
Robert
Taylor!"*

•



—VITO.

Mrs. F. O. Rowbottom, chairman of the refreshment committee, was assisted by Mrs. W. Hariss, and Mrs. J. J. Inman.

The Metal Tooling Class is now being held on Wednesday mornings from 10 to 12, in the Club Room.

Regular meetings of the club are held the first and third Thursdays of each month. Would you like to join us?

NOTICE: A dessert and card party in the Club Rooms at 962 West 12th Place, at 12:30 Thursday, October 10, 1940.

Friday, October 5, has been set for the handicraft exhibit. All those wishing to enter work must contact Mrs. J. T. Watts.

There will be ribbons for each besides the trophy that is to be presented in the evening. There will be a dinner from 5:30 to 8 o'clock.

Correction of statement printed in this column in the last issues "Those eligible to membership in the Los Angeles Railway Women's Club are wives, dependent mothers, daughters and sisters."

Handicraft Exhibit, October 25
962 West Twelfth Place
L. A. Ry. Women's Club Room
Opens at 4:00 p.m.
Dinner from 5:00 to 8:30 p.m.

TRADING POST

FOR SALE—Fine handcarved table \$10. Tom Marks, 16th Street Garage or 4915 W. 11th Place, Inglewood.

FOR SALE—Model 19 heavy barrel Savage target rifle, .22 long rifle, Olympic stock, Savage target peep sight adjustable ¼ minute click. 5 power Winchester scope adjustable to ¼ minute click, sling, 3 clip. \$60. worth of gun for \$30 new gun condition. Harry C. Zimmerman, Coach Operator, 16th Street, YO-2228.

FOR SALE—A fifteen foot outboard motorboat—5¾ horsepower engine with anchor rope, safety chain trailer. In fact a complete outfit for only \$150. W. S. Rice, 661 W. Ave. 28.

FOR SALE—All silver guitar and case \$90. Will take \$15. Base Drum, 6 lights in it, few extras and afterbeats all for \$12. P. A. system like new with records and recorder all for \$50. Roy M. Blaise, Carpenter Shop, South Park Shop.

Instruction Classes Start

SCHOOL days are here again and in keeping with the policy that was inaugurated last year, this again becomes an actuality for Los Angeles Railway mechanical Dept. employees.

Under the direction of Equipment Instructor, Frank H. Markley, instruction classes will start for all mechanical employees desiring to attend them, the first full week in October. The procedure to be followed is to discuss by lectures, with illustrated slides where possible, the construction and function of all of the various pieces of our car equipment both mechanical and electrical, then supplement the lecture with the best known methods of maintenance procedure. After covering a certain part of the equipment, a series of questions will be distributed and discussed after which answers to all questions will be distributed for the permanent record to be kept by each man.

As mentioned previously this is the second year of this instruction work. Those who attended all of the classes last year are to be commended for their faithfulness as this is a voluntary attendance venture, participants attending the classes on their own time. We believe that the material under discussion for this coming year will prove of considerable benefit to those who avail themselves of this opportunity to learn more about the construction, manufacture, function and maintenance of our various types of equipment.

Those participating in the course attend one two-hour period one night each week. For the benefit of those unable to attend the regular night classes, one day class is to be held.

An outline of subjects to be discussed over a period of thirty-six weeks is shown here, and we are sure that it contains items of vital interest to all mechanical employees.

Registration of participants is now in progress and regular enrollment

blanks are in the hands of all mechanical foremen.

WEEKLY SCHEDULE

Week		
1	Oct. 7-13	Straight air (Includes compressors).
2	Oct. 14-20	BF and BG brakes.
3	Oct. 21-27	H-4 brakes.
4	Oct. 28-Nov. 3	Maintenance review and question box.
5	Nov. 4-10	Trucks and wheels (Except PCC).
6	Nov. 11-17	Brake rigging and shoes (Except PCC).
7	Nov. 18-24	Bodies, seats, fenders and lights (Except PCC).
8	Nov. 25-Dec. 1	Maintenance review and question box.
9	Dec. 2-8	BF and BG door control—Mechanical and Electrical.
10	Dec. 9-15	H-4 door control—Mechanical and Electrical.
11	Dec. 16-22	H-4 door control—Electrical.
12	Christmas	
13	New Year	
14	Jan. 6-12	Special program and short resume of doors to refresh the memory.
15	Jan. 13-19	Maintenance review and question box.
16	Jan. 20-26	HL control history and construction of parts.
17	Jan. 27-Feb. 2	HL control—Electrical circuits.
18	Feb. 3-9	HL control—Electrical circuits.
19	Feb. 10-16	Maintenance review and question box.
20	Feb. 17-23	Brief history of PCL-VA-PCM with circuits and differences between HL and others.
21	Feb. 24-Mar. 2	PCC air brakes, trucks, bodies and light circuits.
22	Mar. 3-9	PCC MG, charging panel, battery and track throwing circuit.
23	Mar. 10-16	PCC door circuits, gong and signal light.
24	Mar. 17-23	PCC door circuits.
25	Mar. 23-29	Maintenance review and question box.
26	Mar. 30-Apr. 6	PCC PA motor circuits.
27	Apr. 7-13	PCC PA control circuits.
28	Apr. 14-20	PCC PA control circuits.
29	Apr. 21-27	Maintenance review and question box.
30	Apr. 27-May 4	PCC FC motor circuits, 1st 40 cars.
31	May 4-10	PCC FC control circuits, 1st 40 cars.
32	May 11-17	PCC FC control circuits, 1st 40 cars.
33	May 18-24	Maintenance review and question box.
34	Mar. 25-June 1	PCC FC motor circuits, last 35 cars.
35	June 2-8	PCC FC Control circuits, last 35 cars.
36	June 9-15	PCC FC control circuits, last 35 cars.
37	June 16-23	Maintenance review and question box.

LARY OFFICIAL TAKES COMMUNITY CHEST POST

Our treasurer, Collis H. Holladay, has accepted appointment as Transportation chairman for the corporations division in the forthcoming annual appeal of the Community Chest by J. Thomas J. Reynolds, vice president Southern California Gas Co., general chairman of the Public Service division, special gifts. In the establishments department the public service division is headed by W. R. Dressler, of the Southern California Telephone Company. He has not yet named his transportation chairman.

Since the publication of the September issue of TWO BELLS, which announced the proposal, the majority of the major organizations in the Chest area have voted enthusiastically to refrain from any public fundraising activities between October 15 and November 30, it is reported by campaign chairman Paul K. Yost. Among the groups first to endorse the conflict-free period are: Los Angeles senior and junior chamber of commerce, Board of Education, Central Labor Council, City and County Employes' associations, Los Angeles County Medical association, Catholic

Welfare Bureau, Los Angeles publishers, etc., etc.

Confronting several thousand of the volunteer workers for the coming campaign are 3,000 prospective establishments and 17,000 firms and offices, with a grand total of approximately 300,000 employes to contact within a given period. Porter Bruck, chairman, is directing solicitation of the establishments and John W. Yates, chairman, direction of firms and offices.

It is interesting to note, points out chairman Yost, that sixty big store chains, fifty foremost bankers, seventy-one leading attorneys, one hundred service clubs and several hundred churches of all denominations are lined up for active volunteer service for the Chest appeal, all accepting the conviction that "We must take care of our own"—the campaign theme.

Simon: "Dad, you're a lucky man."

His Father: "How is that?"

Simon: "You won't have to buy me any school books this year. I am staying in the same grade."

Diner: "This is a very small piece of steak you have brought me."

Waiter: "That's all right sir. You'll find it will take you a long time to eat it."



BEST WISHES TO:

Wilshire Coach Operator J. T. Hope married to Miss Charlotte McCann on August 24.

Conductor O. G. McDermith (Division 3) gave his daughter Thelma in marriage to Mr. H. F. Statter of Glendale on August 30.

Motorman T. R. Cordell (Division 1) married to Miss Josephine Anderson on August 3.

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

Conductor A. W. Ehlers (Division 1) married to Miss Lorene Grupe on September 15.

Motorman G. B. Templin (Division 4) married to Miss Melfa Ida Iacco on August 10.

Conductor T. H. Thoming (Division 4) married to Mrs. Maydee Thomas on September 5.

Motorman W. H. Allison (Division 4) married to Miss Jewel Jackson on September 10.

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

	1940	1939	1940 Increase + Decrease— Over 1939
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,019,856	986,947	+ 32,909
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)	919,854	950,891	— 31,037
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	81,810	82,206	— 396
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,514	69,759	— 2,245
Total Expenses	1,069,178	1,102,856	— 33,678
Leaves Net Profit or Loss	—49,322	—115,909	+ 66,587

Mr. and Mrs. R. H. Manning (Division 4) announce the marriage of their daughter Betty to James Albright on September 21.



CONGRATULATIONS TO:

Elizabeth Ann born to Mechanic (16th St. Garage) and Mrs. M. L. Gentry on July 29.

Margaret Irene born to Coach Operator (16th Street) and Mrs. F. R. Newbill on August 25.

Basil Douglas born to Coach Operator (16th Street) and Mrs. Basil D. Layton on September 4.

Linda Sue born to Student Operator (16th Street) and Mrs. John E. Moore on September 17.

Patricia Ann born to Conductor (Division 1) and Mrs. R. H. Wendt on September 14.

Antonio Joseph born to Motorman (Division 4) and Mrs. C. C. Giannelli on August 29.

Thomas Eugene born to Motorman (Division 4) and Mrs. R. F. Able on September 1.

Vanda Lee born to Conductor (Division 4) and Mrs. L. F. Winchester on September 9.

Norman Douglas born to Conductor (Division 4) and Mrs. O. A. Bybee on September 13.

Nidrena born to Machinist (Shops) and Mrs G. Monroe on August 27.

Motorman N. L. Goddard (Division 5) reports he is a "grandfather". Girl born July 25.

Father: "What! You are heavily in debt and you want to marry my daughter?"

Young Suitor: "Yes, of course, unless you can suggest some other way out of the difficulty."

SPORTS

— BOWLING —

LOS ANGELES RAILWAY LEAGUE

Final Standing September 12, 1940—20th Week

	Points		Total Pins	High Game	High Series
	Won	Lost			
5 Division 4-A	46	34	44827	879	2498
2 South Park Shops No. 2	43	37	45223	890	2427
1 South Park Shops No. 1	44	36	45885	897	2508
3 Division 1-A	42	38	45904	881	2446
4 Division 1-B	41	39	44109	854	2408
6 Division 4-B	24	56	41282	881	2438

SEASON HIGH SCORES

High Team Series—South Park Shops No. 1	2508
High Team Game—South Park Shops No. 2	890
High Individual Series—Hartman	633
High Individual Game—Darneille	239
Weekly Prize Winner*—Todd	197

INDIVIDUAL STANDINGS

	Games	Pins	Ave.	Game Series	
				High	High
3 Chandlee*	60	10716	178	227	589
1 Hartman*	51	9085	178	235	633
3 Loveridge*	36	5896	163	212	601
1 Anderson*	57	9138	160	214	523
2 Adams*	57	8737	153	206	553
3 Darneille*	45	6868	152	239	591
5 Wilde*	42	6394	152	199	542
6 Tietgen*	52	7812	150	201	516
1 Husky*	48	7224	150	233	542
3 Johnson	6	905	150	180	466
5 Todd*	60	8985	149	197	530
4 Braham	57	8496	149	205	531
1 Bailey	60	8922	148	197	512
4 Lewis*	54	8006	148	211	533
4 Coldwell*	60	8824	147	201	544
5 Goldsberry*	60	8728	145	203	506
5 Lipscomb*	51	7430	145	199	489
4 Copp	60	8612	143	196	531
3 Looney	39	5578	143	186	465
2 Small, A.*	57	8098	142	207	495
6 Ormstom	15	2141	142	183	477
6 Painter*	48	6746	140	233	525
3 Kuhn*	60	8359	139	213	479
2 Brown	54	7409	137	211	549
4 Wilson	39	5364	137	201	497
6 Burgees	18	2443	135	176	478
4 Parker*	60	8090	134	194	574
6 Smith	6	793	132	174	430
1 Schwan	57	7433	130	203	438
5 Tinsman	60	7754	129	178	484
2 Small, W.	51	6599	129	169	444
2 Heman	48	6151	128	189	438
2 Lockard	27	3433	127	161	432
3 Driscoll	15	1908	127	168	455
6 Watts	6	653	108	135	343

Honor Baseball Champs



South Park Team Receives Trophy at Recent Banquet.

Diamond and Soccer Shorts

Top honors in the softball league went to the "Electricians" this year when they defeated the "Coach Cleaners" two games out of three in the final playoff. They lost the opening game 14 to 10 but came right back winning the next two 23 to 4 and 34 to 9.

The boys of hardwood floor fame are limbering their muscles and training their eyesight for the coming basketball season. Defending champs — Vernon Yards—promises to be a strong contender again this year but will receive plenty of competition from the other clubs.

On the evening of August 28, members of the Baseball teams and their ladies danced to the music of Gus Arnheim and his band at the Wilshire Bowl. This annual baseball banquet is the social function of the year that the boys of the diamond look forward to. The only reflections we have to make on the party is that Manager Burgess of South Park's championship team looked mighty proud but mighty

clammy when he received the winner's trophy. When approached afterwards for a statement he said "I'm a baseball player, not an orator, but watch us again in 1941."

The soccer team is getting in lots of kicks these days conditioning themselves for a very strenuous season. When the schedule is announced why not drop around some Sunday and watch these boys at their chores?

BOWLING

Captain Frank Epp of the Wilshire and Virgil Bowling Team in the P. E. League announces that October 4th is opening date of the season. Those on his team are L. W. Davis, W. Chase, Bob Crownover, and H. L. Anderson. Games will be played at the Arcada Alleys on Spring Street every Friday night. It is hoped that a good rooting section will turn out.

NAME ALL-STAR TEAM

THE 1940 regular baseball season just over, being one of the hardest fought and closest races in the history of the league, developed several outstanding players, and from these players a team was selected and entered in a winter league. The team carries the name of Los Angeles Railway All-Stars.

Tryout notices were sent to about 35 men and from this group a team was selected that looks like a sure winner. Following is the list of players:

K. E. Sloan—President, Manager.

S. N. Duncan—Captain.

J. F. Carlin—Coach.

C. C. Templin—Catcher Division 5
 R. W. Barnett—Catcher Division 3
 C. A. Smith—Catcher 16th Coach Div.
 E. A. McGahan—Pitcher Division 1
 G. M. Woodward—Pitcher Division 3
 O. J. Locklear—Pitcher Division 4
 S. D. Marsden—1st Base So. Park Shops
 L. W. Lusk—2nd Base 16th Coach Div.
 G. E. Broman—3rd Base Division 3
 W. R. Landreth—Short Stop Division 5
 H. Andrews—Right Field Division 4
 W. B. Smith—Center Field Division 5
 W. D. Stottlemyre—Left Field Division 3
 W. Widick—Utility 16th Coach Div.
 W. J. Curry—Utility Division 4
 G. O. Burlingame—Utility Division 5
 I. W. Barricklow—Utility Division 4

ELECTRICAL DEPARTMENT DOINGS

We are still in the whirl of vacation so let us look back again on some of the times enjoyed by employees and their friends.

Pete Schaap toured Kansas and Missouri, then picked up a new car and returned to L. A. via Carlsbad Caves and Grand Canyon.

We certainly hope that W. D. McArthur obtained the greatest amount of enjoyment from his trip to Tennessee. He planned this trip a couple of years ago, but was severely injured when returning home from work the day before he was to leave.

D. Lacasello caught all the smelt at Venice, then took them home and pickled them for the winter.

San Francisco Fair furnished entertainment for C. E. Martin, W. C. Reece, W. Drummond, E. C. Welch and E. Rios.

D. Varley and I. L. Hearne enjoyed two weeks of rest after spending a couple of weeks at the National Guard Camp.

J. Coss, G. Dimos and T. Psaras spent two enjoyable weeks sitting on their front porches.

Local trips around L. A. and vicinity beckoned D. Mason, J. G. Knapp, R. Rees, I. Booth, P. T. Klingensmith and L. Crouse.

Leo Maag added two rooms to his house . . . probably expecting a visit from relatives.

The higher fishing regions were visited by F. Tarpley, E. A. Nees, F. U. Allfie and A. L. Barrett.

George Willson enjoyed the splendor of Yosemite Valley. He left the valley via the Tioga Road which he heartily recommends to anyone having a strong heart. W. D. Hunter also enjoyed a stay at Yosemite.

The call of the open highway was answered by H. W. Lawrence with a

trip to Kentucky and W. R. Pollard who toured the regions of Oregon and Washington.

Note to L. D. Employees: Do not loan your fishing pole to O. J. Moser if you want it back in one piece.

KEEP ON

If the day is kinder gloomy,
And your chances kinder slim,
If the situation's puzzling,
And the prospect's awful grim
And perplexities keep pressing,
Till all hope is nearly gone,
Just bristle up and grit your
teeth,
And keep on keepin' on.

—Anonymous.

BUS BRIEF

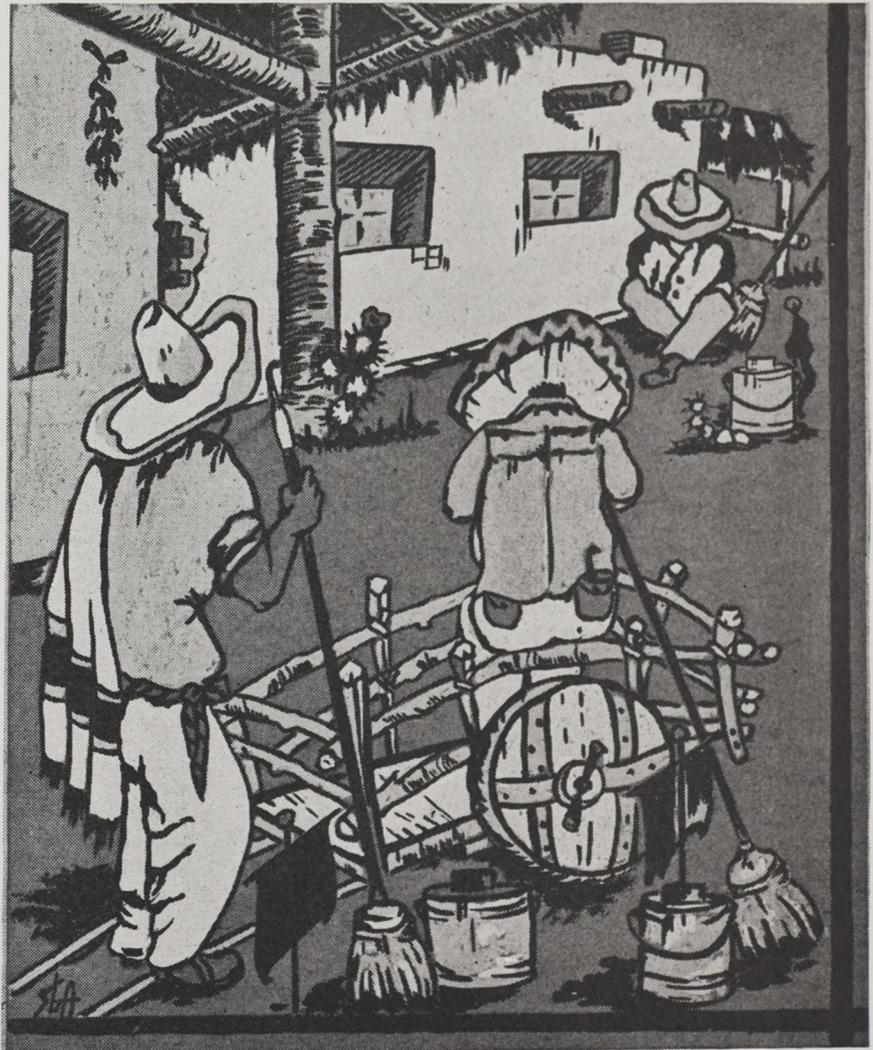
Then there's the one about the bus driver who, after "leaning" on his horn for two blocks while trying to pass a huge truck, finally succeeded in getting around it. The traffic light changed. The bus driver stopped along side the truck and just looked at the other driver.

"Well?" asked the truck driver.

Said the bus driver: "I know what you are. I just want to see what you look like."

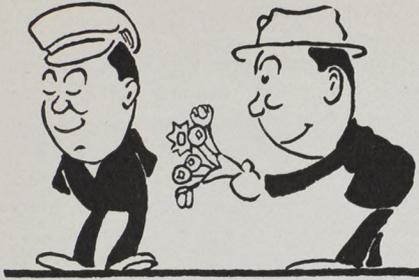
"How did Doc G. Smith make all his money?"

"Oh, in the Stork Market."



SIESTA TIME

The above drawing was done by Sam Arballo, Oiler in Way and Structures Department. Sam hopes to be a full-fledged painter one of these days and from the looks of things he ought to do all right for himself. We hope soon to have more of his contributions.



PATRONS

"As one of your patrons I take this means of commending one of your bus operators for his presence of mind and courage as displayed in an incident which happened while I was riding on the La Brea-Crenshaw bus, northbound, at 4:00 P.M. Sunday afternoon, Sept. 1.

"We had just made a boulevard stop at Sunset and La Brea, and the bus was again under way, when the operator, your No. 634 (Car 3205) suddenly stopped the bus just before we reached the opposite side of the street, and before anyone else on the bus saw what was the matter, he had jumped out of the bus and rushed to a small car that had been parked at the curb, north of Sunset on the east side of the street, and which evidently had started rolling, un-manned, into the intersection and moving traffic. Your operator was the only one who apparently had presence of mind enough to stop that car, because he jumped on the running board and pulled the emergency brake just as the car reached the center of the intersection. By reason of our bus being stopped in the direct line of the oncoming traffic, of course no one could have crashed into the moving car.

"We were all very appreciative of the quick-thinking driver who manned our bus, and we thought you would be, too. He certainly should be commended."

MRS. VIRGINIA HAMMOND,
Room 808,
638 S. Spring Street,
Los Angeles

"Please accept my thanks for the recovery of articles I left on your car on Wednesday, the 14th. These were a box of stationery and a pair of ladies hosiery. I obtained these today from the Lost Article Department.

"I want you to know I sincerely appreciate your kindness in making it possible for me to retrieve them.

G. ISSACS
No address shown

"May I take this opportunity to write a letter of commendation for your driver No. 526 (F. B. Freeland) on the Olympic line? He is affable and courteous and the particular incident to which I refer was his kind act of leading a blind passenger from the bus to her hotel across the street. It is a genuine pleasure to ride with this driver and note the courteous and efficient manner in which he operates.

"Trusting that this driver may be appreciated of the fact that the public is not unmindful of this consideration, I am"

ELEANOR V. STEWART,
Auto Club of So. Calif.
Legal Department

"I want to recommend for courtesy and efficiency Conductor No. 970 (W. J. Beerman, Div. 5) on the 10 car.

"Last Monday morning as a blind man was getting on the car he took his arm, helped him on and gave him his stool to sit on, as the car was quite crowded, and when the blind man wanted to get off the car, he not only helped him off the car but led him to the walk. The automobile traffic was also heavy. All this without any fuss or delay. Just as a matter of routine, but one appreciated by the public.

"Thank you for a little boost for 970."

MRS. ALICE F. WHITE,
4179 Denker Ave.,
Los Angeles

"While in Los Angeles on our vacation recently we had occasion to ride your street cars. We were particularly impressed by the courtesy and pleasantness of Motorman 1775 (B. D. Cowdrey, Div. 4).

"If this employe may be considered as representative—that is, as the rule rather than the exception—then permit us to congratulate you on what must be a fine organization, indeed!"

MR. AND MRS. PIERRE GAUDET,
2623 Hoste St.,
Berkeley, Calif.

"I have just returned home from a summer in California, and while riding the Olympic Boulevard bus on Thursday, August 29, I was so impressed by the unusual courtesy and consideration of Operator 789, that I wish to commend him to you.

"As a frequent passenger on the Wilshire buses, I found most of the drivers to be all that one would expect, but operator 789 was so outstanding in the manner and tone he used with the passengers and in his efforts to be helpful to them in matters of routes, directions, etc. that my friend and I commented on it to each other and I took down the operator's number. He was more considerate and accommodating than any driver I have ridden with but at no time did his courtesy delay the progress of the bus, nor interfere with his efficient handling of it.

"This is the first letter of this kind I have ever written, but I feel that operator 789 deserves the effort on my part."

MRS. FRANK FOSTER MILLER,
1919 Richmond Rd.,
Houston, Texas

"This note is to commend Motorman 513 (K. A. Rishbridget, Div. 5) for his courtesy Sunday morning this week at about 8 a.m. when cars don't run very frequently. As I was coming out of the market on the west side of 48th Street and Central, my four-year old son strayed to play with some scales. I heard the northbound car, which I wanted to take, coming but I had to go back and grab my youngster by the hand. The car stopped to board some passengers but had started up by the time I arrived at the curb. I began to run across the street and yelled "Wait"! Whether motorman 513 heard me or not he saw me and stopped the car. I appreciated that very much for otherwise I would not have arrived at my destination on time.

"Your for more motormen like No. 513."

ETHEL NEILY BELLER,
1010 E. Vernon Ave.,
Los Angeles

SAY:



TRAINMEN—

E. L. Altenburger, Div. 4.
 *R. W. Barnett, Div. 3
 R. L. Boatright, Div. 4
 L. T. Campbell, Div. 5
 W. H. Clayton, Div. 4
 D. H. Eccles, Div. 3
 L. M. Edwards, Div. 5
 C. F. Fitzgerald, Div. 5
 *I. Gasparro, Div. 3
 H. J. Gibson, Div. 5
 W. E. Gillibrand, Div. 3
 V. Goble, Div. 3
 L. L. Hiller, Div. 5
 K. K. Knudsen, Div. 1
 N. E. Mackey, Div. 3
 W. D. Martin, Div. 3
 G. S. Mattern, Div. 4
 R. T. Melton, Div. 4
 G. W. Miller, Div. 1
 *R. G. Monahan, Div. 3
 D. C. McCormack, Div. 1
 C. R. McGuyre, Div. 1
 J. E. Oliorne, Div. 4
 E. W. Park, Div. 1
 H. Pierre, Div. 3
 H. P. Pointen, Div. 5
 A. J. Rosenstein, Div. 1
 J. M. Scantlen, Jr., Div. 3
 W. C. Skinnell, Div. 5
 P. C. Smith, Div. 3
 C. E. Turner, Div. 5
 W. W. Vance, Div. 4
 F. Williams, Div. 4
 G. C. Williams, Div. 5
 L. W. Wilson, Div. 1
 T. A. Wilson, Div. 5

OPERATORS—

L. M. Besenty, Jr., Melrose
 R. A. Brown, Fairfax
 *W. M. Burge, Wilshire
 J. T. Colburn, Temple-Beaudry
 J. H. Elmore, Sunset
 J. W. Faught, State-Southern
 D. L. Gladwell, East 9th St.
 A. E. Hughes, Wilshire
 Wm. M. Kirby, Alvarado
 **C. H. Martin, Western
 F. W. Mooney, Wilshire
 W. D. Moorhead, Wilshire
 M. L. Mortensen, Wilshire
 *V. T. Mortensen, East 9th St.
 G. J. Palmer, Melrose
 R. A. Renstrom, Olympic

"For several years now I have been taking the Figueroa bus twice a week and wish to express my appreciation for the kindness of your driver, Mr. William P. Eunson, No. 86.

"Having arthritis and being somewhat slow in getting on and off of the bus, Mr. Eunson has been most kind and very patient with my slowness.

"I am highly nervous and as a rule do not feel very comfortable riding, but with Mr. Eunson's careful driving I do indeed feel safe.

"Thank you for drivers like Mr. Eunson."

MISS WILLAMAE HOBBS,
 656½ W. 27th St.,
 Los Angeles

"This morning I was a passenger on a Figueroa bus, No. 1715, going north on Hope Street and witnessed an example of mind and body coordination on the part of one of your drivers that was a magnificent example of reaction in an emergency. What would have been a terrific collision was prevented with nothing worse than shaken nerves on the part of passengers, and stupid, reckless driver probably owes his life and the lives of those in his car to the quick thinking of operator No. 96 (O. L. Lahman).

"I realize that the bus must have been in excellent mechanical condition to have responded to the driver's control in that split second of danger, but even so the man at the wheel had "what it takes" to prevent disaster."

AMELIA WALDRON,
 433 W. 53rd St.,
 Los Angeles

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

D. L. Smith, Beverly
 E. M. Welch, Florence-Soto
 H. L. West, Wilshire

COME UP AND SEE ME SOMETIME

I got a "Come-And-See-Me,"
 It was all a big surprise,
 I thought I hadn't done a thing,
 But, boy, he put me wise.

It seems I ran a signal,
 And I speeded once or twice,
 I failed to give out hat-checks,
 And my conduct wasn't nice.

I had passed up several people,
 And had carried someone by,
 I hadn't called out any streets,
 Since back in last July.

I never used my signal-arm,
 And always drove too rough,
 I always pulled into the curb,
 But never close enough.

When he got through with me that
 day,
 I didn't feel too good,
 And when I go to see him now,
 I always knock on wood.
 —W. Y. Stearns (Virgil).

IT'S IN YOUR FACE

You don't have to tell how you live
 each day,
 You don't have to say if you work or
 you play.
 A tried, true barometer serves in the
 place;
 However you live, it will show in your
 face.

The false, the deceit that you bear in
 your heart,
 Will not stay inside where it first got a
 start,
 For sinew and blood are a thin veil of
 lace,
 What you wear in your heart, you
 wear in your face.

If your life is unselfish, if for others you
 live,
 For not what you get, but how much
 you can give,
 If you live close to God in His infinite
 grace,
 You don't have to tell it, it shows in
 your face.

—Exchange.

For the Ladies

SCHOOL LUNCHES

A VERY good rule to follow when making box lunches is to avoid monotony by varying the breads and varying the spreads. You can easily make up your own spreads by taking left-over meats, such as ham, roast or other meats, put them through the food chopper and add salad dressing.

A favorite of a little boy I know is left-over steak, between whole wheat bread spread with chili sauce and mayonnaise. This is probably too hearty a sandwich for a little girl who would rather have cottage cheese and pecans on mayonnaise-spread whole wheat.

Have you tried carrot sticks or celery straws? Or how about a cabbage leaf in a sandwich instead of lettuce? Grated carrots on a slice of boiled ham with green pepper strips is also a delectable novelty.

Try making up your spreads and cookies a week ahead of time. It will not only save time, but will help to balance your meals and give variety.

FRUIT STICKS

½ c. lard	1½ t. baking
1 c. brown sugar	powder
½ t. lemon	½ t. soda
extract	¾ t. salt
½ t. vanilla	½ t. cinnamon
½ c. molasses	½ t. nutmeg
2 eggs	½ t. ginger
¼ c. water	½ lb. currants
3 c. whole	½ t. ginger
wheat flour	½ lb. raisins

Cream lard and sugar together; add extracts and molasses. Add one whole egg and one yolk, saving the white for top glaze. Add water alternately with mixed and sifted dry ingredients. Fold in fruit, mix well and spread on well-greased sheet pan, brush top of cake with egg white mixed with 1 T cold water. Bake in moderate oven, 375 degrees F. for 25 minutes. Cool and cut in bars. Makes 3 dozen. Confectioners' sugar, mixed with a little water or milk, may be spread on top of cake when cold.

CHEESE AND EGG FILLING

½ c. grated	2 t. cream
cheese	½ t. salt
2 hard-cooked	Pinch of
eggs, chopped	pepper

Mix all ingredients together. Spread on buttered bread, using 1 slice dark and 1 slice white bread for each sandwich.

SIX BUDGET ROASTS FOR SUNDAY DINNERS

Roast Shoulder of Lamb
6 to 10 servings, plus leftovers, cost 85c to \$1.25

If family is large select the whole chuck of lamb; have it boned if desired. Wipe meat with a damp cloth; season well with salt and pepper. Place fat side up on rack in open roasting pan. Do not add water. Roast uncovered in slow oven, 300 degrees F., to 325 degrees F., for 3 to 3½ hours. If carrots, onions or potatoes are to be cooked with the roast, peel and arrange around the roast 1 hour before meat is done. Vegetables may be par-boiled, then peeled and baked in the roasting pan for ½ hour before meat is done. If gravy is desired, pour off all meat drippings and proceed as for gravy in the directions for Roast Chuck of Beef.

The whole chuck of lamb will yield 8 nice servings of hot roast, the shoulder 6. In either case there will be leftovers for another meal.

Roast Shoulder of Lamb	
Browned Potatoes	
Baked Stuffed Tomatoes	
Cabbage Salad	
Rolls and Butter	
Butterscotch Tapioca	
Coffee	Milk

POT ROAST OF BEEF WITH VEGETABLES

6 to 8 meat servings, plus leftovers, cost \$1.00

2½ to 3 pounds	4 to 8 potatoes
round of beef	4 to 6 carrots
2 t. salt	2 or 3 white
½ t. pepper	turnips or 1
½ c. water	small yellow
1 bay leaf	turnip
½ clove garlic	2 t. flour
4 to 8 onions	

Eye round makes a superior pot roast. Have a thin layer of fat tied around it.

Rub meat with salt and pepper and brown well on all sides in heavy kettles. Pour off all fat. Slip rack under meat; add water, bay leaf and garlic. Cover tightly and simmer, not boil, about 2 hours, or until almost tender. Add whole onions and potatoes; cook for 10 minutes. Add diced carrots and turnips; cover and simmer until tender. Thicken pot liquor with flour.

POT ROASTED CHICKEN

6 servings, cost about \$1.15

Select a 4 to 5 lb. fowl. Have it drawn; leave whole as for roasting. Singe, wash and sprinkle salt inside. Fill with a well seasoned dry stuffing; truss with string or skewers. Sprinkle with salt and pepper; brown all over in a little hot fat in a heavy kettle. Slip rack under the fowl, add water to barely cover rack. Cover and simmer until tender, from 2½ to 3½ hours, adding more water as necessary. Remove fowl, pour off liquid, reserve for gravy. Return fowl to kettle; roast uncovered in slow oven, 300° to 325° for about 1 hour. An old fowl may take longer. Don't attempt to oven roast a fowl without first simmering until tender.

Pot Roasted Chicken with Stuffing		
Baked Sweet Potatoes	Milk Gravy	
Stewed Corn or Tomatoes with	Green Pepper	
Hot Biscuits	Butter	Peach Preserve
Coffee	Honeydew Melon	Milk

ROAST CHUCK OF BEEF WITH BROWN GRAVY

6 to 8 servings, plus leftovers, cost \$1.00

4 lbs. boneless	1 qt. water
chuck of beef	1 onion, sliced
salt and	4 t. flour
pepper	

Have roast rolled and tied. Wipe with damp cloth; season well with salt and pepper. Place meat fat side up on rack in shallow open roasting pan. Do not add water. Place onion slices on top. Roast in slow oven, 300 degrees from 1½ to 2¼ hours, time depending upon whether rare, medium or well-done roast is liked. Remove meat to hot platter. Pour off meat drippings, returning 4 t. to pan. Blend in flour; add water gradually. Cook on top of stove, stirring constantly until thickened. Season to taste with salt and pepper.

Around the Divisions



Pretty Florence Marie Stevenson, daughter of Coach Operator L. W. Stevenson, is an enthusiastic member of the Inglewood Junior Police Girls' Drill Team.



**16th Street
Coach**

CHARLES H. HARDY

The gala event of the year will be the joint Safety Show of the Coach Divisions of the Los Angeles Railway and the Los Angeles Motor Coach on Saturday, October 12, starting at 8:15 p.m. in the P. E. Ballroom to the tunes played by the orchestra, under the direction of J. W. Murray. Master of Ceremonies for the evening will be that personality you all know, R. O. Bennett. Messrs. Canning and Ballenger promise a full evening of good entertain-

ment. And remember, admission is free to all employes and their friends.

According to the reports from our vacationists, M. Erskine took his family on a vacation trip through Colorado and New Mexico. C. E. Grace joined Ben Wallen and his family on a vacation trip to Yuma and also to Jine Valley. A. L. Irwin and his family enjoyed a vacation of hiking and fishing. Half of their time was spent at Catalina and the remainder at Arrowhead. S. Searfus vacationed with his son in King's Canyon at the back of General Grant's Park where they caught a few trout. C. H. Slater enjoyed fishing in Minnesota even though the fish were small. L. E. Woodworth and his family took colored movies in Yosemite. J. J. Cawley and his family returned from Michigan with a new car. L. N. Kelley returned from a vacation in Colorado much to W. W. Webb's regret.

Supervisor Leo Nowak, his wife and daughter received painful cuts and bruises when their car was struck by a woman motorist who swerved her car into a left turn at an intersection. Nowak's car was standing at the time. R. L. Griffeth received severely bruised knees in a similar accident recently. His new car was badly wrecked.

E. R. Randles insisted on showing his wife how he used to make French fried potatoes. When he dumped the wet spuds into the hot fat, things started to happen. Sever burns to his hands kept him home for a week.

Friday 13th held no terrors for our operators. Glen Asher reports that on that day he had Coach Run 13 and the speedometer turned over 13,000. He also carried 113 passen-

gers taking in almost \$13 and still his luck was not impaired in any way.

That old bugaboo, appendicitis has invaded this Division. However we are happy to announce that O. H. Boyer, E. S. Barnes and J. A. Hurlzeler are recovering after their recent operations. A. D. DuRee who was also relieved of his appendix has fully recovered and is back on the job.

Also making satisfactory progress is A. G. Gribbling who broke an arm while working in his garage on his day off recently.

P. E. Brakebill is up and around and visited us recently. We hope to have him back on the job soon.

GARAGE

While some of our vacationists enjoyed a quiet rest at home, others differed in their vacation plans. Walt Powell and his family vacationing near the Klamath River had their accumulated catch of salmon canned and they brought home 72 large cans. Oscar Miller spent his vacation in Arizona looking over the wonders of the mining industry. Eddie Serabia vacationed south of the border in Old Mexico. J. F. McCulloch returned from an enjoyable visit back in Tennessee. Homer Veil and Willie Gans enjoyed the wonders of Boulder Dam. George Riggs made a zigzag trip of 1750 miles between Los Angeles and the San Francisco Fair. Tom Juris, likewise, made a lengthy trip to the northern bay cities. Frank Hitchener tried deep sea fishing but admits having very little success. J. H. McCornack brought back two loads of saganite from the mountains. One of his many interesting hobbies happens to be the cutting, grinding

and polishing of stones and gems. B. Fairbanks took his family to Yosemite where his two young sons ran in and out of the old Indian caves after they had been assured that these dwellings had long been deserted. The lads joyfully ran into a tepee and dashed out much faster shrieking, "Indians! Get your knife daddy!" An Indian in full regalia selling souvenirs in the tepee was much amused at their surprise.

Johnny Lynch is recovering after a recent appendix operation.

Joe Crawford claims that Doyle Rishel doesn't realize his own strength. It seems that "Barnacle" Joe asked Doyle to haul up the anchor during a fishing trip on Joe's boat. After a tremendous heave another Crawford anchor was left sticking in the floor of the Pacific while Doyle stood grinning at the parted end of the rope.

V. Dotson from Division 1 is replacing J. Veal who is now in the South Park paint shop. C. Schuetz transferred to the car shop at South Park.

We welcome to our Division the following new men: B. H. Roberts, J. E. Zimmerman, N. F. Arhart, P. E. Hoover, C. E. Adamson, J. E. Moore and A. S. E. Gorman.



Division One

R. C. RUGGLES

In looking over our accident reports it was noticed that during the first half of September we had almost as many responsible accidents as we did the whole of August. The total however at the time of writing was no greater, but the accidents happening at intersections seem to be on the increase.

There has been a decided improvement in securing witnesses, so let us all keep our mind on our work, follow the rules for correct operation, thereby cutting down

•
*"Will
 you
 have
 your
 coffee
 now,
 sir?"*
 •



responsibility and make Division 1 Number 1.

Inspector Woods and Motorman P. K. Murray had the misfortune to have their cars stolen. Both cars were recovered with a slight loss to each.

Conductor A. W. Ehlers took 45 days off for his honeymoon, visiting relatives in Nebraska and Kansas.

The dance, sponsored by the Baseheld October 5th, St. Stephens Auditorium, 3715 Woodlawn Avenue.

A number of valuable prizes are being given, also there will be refreshments. Let us give our Baseball Team a boost by being among those present.

Our deepest sympathy is extended tot Motorman F. Johnston on the death of his father.

J. E. Kenney and W. P. Spendlove have been assigned to Flagman duties, and Joe Singer has returned to the Platform from Traffic Duty.

E. W. Park is taking the place of Cash Receiver Carrigan who is on his vacation.

L. Rasmussen who has been on the sick list since June 28 was ap-

pointed temporary flagman August 18.

Foreman Frank Erwin has taken his delayed vacation.

The following men are on extended vacations: J. A. Golliber, C. W. Wilhelm, G. E. M. Thomas, G. L. Stoddard, J. M. Hunsacker, J. P. Carson, C. N. McMullin, D. E. Berri, G. H. Held, C. F. Jacobs, A. W. Ehlers and J. W. McKeown.

The following men are on the sick list: H. E. Benson, A. E. Holmberg, T. O. Knoff, A. F. Steiner, R. N. son, P. F. Lovendge, J. E. Connell and E. D. Helwig.

Andrews, R. H. Ison, J. T. John-

The following men have returned from the sick list: J. G. Birch, R. A. Eisenhart, C. F. Andrews, A. F. Leahy, C. W. McGehee, J. W. Schertzinger, P. E. Ashley, J. R. Tungate, R. W. Guest, D. Kephart, L. L. Neal, and H. W. Fisher.

Another general choice was held at our Division this past month, with new schedules on the R, S, and H lines, giving us an increase of 8 runs. Dollar Day was the last day of the old schedules, a very busy day, with only 3 accidents.



Conductor Ed. Urban quaffing a cup of coffee at the East Whittier loop lunch stand.



F. F. ROBEY

CAR HOUSE NO. 1

R. J. Smith and R. B. Sargent have returned, after fulfilling a temporary assignment at 16th St. Garage.

George Anders and family are spending their vacations up around Truckee. George took his trusty musket along—"We wonder why."

R. M. Ells and wife are also enjoying their vacation at Lake Tahoe. R. M. also included his "shooting iron" in the luggage. For sale: a flock of deer guns; inquire at Car House No. 1, nights.

DEPT. NO. 2

Sam Cohen, the old stand-by at Vernon Yards, spent an enjoyable two weeks vacation just resting and seeing the sights.

H. T. (Babe) Brown has been on the sick list for the past month. He is improving slowly and we hope to see his smiling face around 7th and Broadway soon.

Mr. and Mrs. W. P. Beck are enjoying their vacation visiting friends

at Laguna and Ocean Side beaches.

W. R. James, from Car House No. 5, is doing a fine job pinch-hitting for H. T. Brown and looks quite nifty in his new serviceman's uniform.

John R. Sottile is becoming accustomed to car repairing along the streets. Assignments such as unplugging line switches and cleaning overload discs between traffic signals is getting to be quite simple.

CAR HOUSE NO. 3

Ted Clark spent his vacation around home.

"Tiny" Wescombe spent a week at Arthur Lett's scout camp, taking a training course with seventy other scout leaders. He reports that it certainly was an interesting and helpful course.

B. E. Bremm and E. Sherrill have recovered from their vacations.

Jimmy Bradley is sure making a beautiful place of his new home in San Fernando Valley.

Bud Magin has re-roofed his home, preparing for the winter weather.

G. Atkins has turned his Chevie coupe in on a sedan. Lots of room now.

A. Pabst spent his vacation touring around the country.

CAR HOUSE NO. 4

George Smith spent his vacation at Big Bear Lake, just resting up.

C. C. Parker and family went to sects (not the human variety) drove Sequoia for a quiet week but the in-them away after the first day.

W. F. Ellis returned from his vacation in Oregon and claims that his new Studebaker made all the hills in high.

E. D. Webb took advantage of his two weeks vacation to work on his home.

Garna Mason spent a week at her ranch in Riverside County.

W. O. Weiser can't make up his mind whether to get married or join the army.

H. Lair is sporting a new 1940 Studebaker sports sedan.

We extend our sympathy to George Lendy whose father passed away recently.

CAR HOUSE NO. 5

H. O. White had quite an unpleasantly eventful trip on his way back to Kansas. The old bus just wouldn't perform. After having the fan go thru the radiator and having that repaired, then getting as far as Denver, Colorado, where the read end went out, that's where White and his car parted.

Jerry Lyons is in the market for some squabs. There seems to be a scarcity of them in Lennox.

"See Sargent?"

E. Hayes took a week off to build himself a double garage and workshop.

Jack Eastin just took things easy on his week off.

Assistant Foreman, A. L. Graham, is on his vacation, just resting.

Andy Duncan vacationed at Riverside, visiting friends. He also went fishing and reported no fish but this does not mean that the fish weren't there.

S. O. Boen passed the cigars around. For the first time. It's a boy, Ray Allen.

Tom Lambert and his wife spent their vacation in the Mammoth Lakes district and reported record catches of fish.

Bill Elmblad and family toured the country on his vacation and reported a very enjoyable trip.



F. ARLEIGH FRAZIER

One evening recently S. C. Kriewald, the veteran cigar smoker, enjoyed himself in his patio with a cigar while waiting for his dinner, and on the completion of his enjoyment was so overcome he couldn't walk for dizziness. That's it—when spending budget gets low, it's hard on the guy who's used to aristocratic cigars.

Once again Harry Longway steamed away to the peacefulness of Catalina. Strange that for the tenth consecutive year his so-

journal on the Island is during the week they choose Miss Catalina. Too, we heard he was using the some-odd steps to the Wrigley mansion as a reducing runway.

Ed Henderson invited E. Boswell to go for a plane flight with him, and of course the manouvering, tail spins, etc. turned out to be anything but plain to Boswell who soon did not know whether he was in a ship on the waves of the briny deep or the ether waves; it was all the same sensation to him, so he just let 'er fo and fed the fish, no birds. Anyhow, he was so weak and confused he got out of the clean-up job that took five men to do, to again restore the plane to respectability.

It was a keen disappointment to Walter Jones, after traveling many miles, not to "bag" a deer. Well, he forgot the cake (He's always used it to entice the deer within range), so his efforts were thwarted. Why didn't you think up another trick so as to make a good story this time?

Everyone is glad to see George Yale back on the job. He was in an accident last February.

It is reported that Eric Dahlholm who is in St. Vincent's Hospital, recovering from an operation, is getting along fine.

A salesman super-super is Bill Small, the scooter expert. Just try to escape without buying, if once he knows you're the least bit interested. Boy how that man can convince you on the spot. Nothing "small" in his jargon—a product of the best of Pep Talks.

Our vast northern California (covering about 150 miles, according to Jim Brown) will be the wilds where Frank Hill, Jim Brown, and several others will go deer hunting. Hope they don't get lost in that gigantic forest.

J. R. Benton hid out on the scheduled boxing match with Bill Atkinson. He found out it was Bill Jr. who was to be his opponent. Safety first at any price.

Relaxation is the pleasure of Hom-

er Green who will thoroughly enjoy his home during his vacation.

We of the South Park Shops want Shelby Brown to know our heartfelt sympathy is with him in the passing of his Father, B. F. Brown, Friday, September 13th.

The family, Mrs. B. F. Brown, Mr. and Mrs. Paul W. Brown, Mr. and Mrs. Shelby T. Brown, and Mr. and Mrs. Vernon F. Brown wish to thank the men for their kind thoughts and expressions of sympathy which were sincerely appreciated and gratefully acknowledged.

To J. R. Brittain, we would that it were in our power to lessen the sorrow and ease his heart in the terrible loss this last Saturday the 14 of the passing of his wife.



Division Three

L. VOLNER

Motorman S. L. Bragg is arranging a dancing contest. After each show by the different divisions a dance will be held in the ballroom, over the P. E. Auditorium, and while every one is welcome to join in the frolic, only members of the division sponsoring that particular show will be allowed to compete in the contest to represent his division as the best dancer and to cimpete in a final Los Angeles Railway Employes dance contest to be held on November 23, 1940. The winners of this grand contest will be presented with a C. E. Morgan trophy. Although it has been many years since some of us joined in this sport, we have many young bucks who can get out and do their stuff. Division Three must win that trophy to show our good friend Bragg how much we appreciate his putting on a contest which was "right down our alley."

On August 30th Conductor I. Gasparro was heard to say, "I'm twenty-one years old today." Knowing him to be much older, we wondered what could be the gag, and found out that date

marked twenty-one years as a conductor on the Los Angeles Railway cars. Mr. Gasparro says he broke in for only one day and that was with out old friend Ex-Conductor Harry Beals, and the next day he had a regular run. How different now!

But there is a sad note in connection with Mr. Gasparro's celebration, and that is—his wife made a trip to town on Thursday, September 12th, and when she returned she did not think of her purse until the following Sunday, and when she looked for it it could not be found. The purse contained a one-hundred dollar bill, a fifty-dollar bill and some small change, besides her pass and other articles. She does not know where or when she might have lost the purse.

We would never have heard from Motorman Harold H. Baxter that September 14th was his wedding anniversary and they had been married twenty-five years, but Mrs. Baxter, thinking such a lot of the occasion, dropped us a note about the event. We wish them many more years of married bliss.

Harry A. Russell, our transfer clerk for the past thirty-two years, is spending his vacation on a trip to Minnesota, Manitoba, Canada and British Columbia. He has been looking forward to this trip with a great deal of pleasure, as he has five brothers and sisters in those parts whom he has not seen for thirty-five years.

All the employes of this division were very sorry to hear of the death of a former conductor—Mr. E. C. Molster. It has been some time since Mr. Molster worked as a conductor. He was the messenger for this division and afterwards was a flagman. He passed away on September 9th. Funeral services were held in the Little Church of the Flowers in Forest Lawn on September 12th. To the bereaved we offer the sympathy of Division Three.

Among our members who have

returned from vacation trips back east are Horace Miller, who went back to his old home in Tennessee. Mr. Miller says that the farmers in all that section are feeling fine for their crops are in fine shape and an abundant crop is expected. He says he spent one day at Carlsbad Cavern, and from his description of the place it would be hard for one to realize its magnitude.

Mr. J. A. Murray spent his time in Oklahoma, and he too says things surely look good back in that country. Conductor J. P. "Stucco" Fleming went down into Texas, where he spent two weeks thoroughly enjoying himself, away from the turmoil of busy Broadway.



Division Four

R. H. GRETTEBERG

Be there at 8:00 p.m., sharp! Enjoy another evening of topnotch acts, dancing and first rate entertainment. Renew acquaintances with some of the men that are working different hours. The fellows who have had the pleasure of enjoying one of Division 4's Greater Safety Shows and have had a complete evening of entertainment, will not miss this one! We would like to see everyone who can possibly arrange to attend this show, do so. Be at the Pacific Electric Auditorium, Saturday, October 19th, between 6th and 7th on Los Angeles Street and join in. Those who are arranging the program are "Bill" Vejar as Master of Ceremonies, "Steve" Cooper, Chairman, C. J. Knittle, Publicity Manager, J. W. Tinsman, Electrician, and T. R. Latham, Head Usher. Come one, come all, and bring your friends. Everybody welcome!

The Division Four bowling team ended the 20th week victoriously. Congratulations are in order for them for bringing us out in first

place in the league. The team is composed of J. B. Wilde, R. C. Todd, E. W. Goldsberry, J. P. Lipscomb, and J. W. Tinsman.

Seven Extra motormen were transferred to Division 1, and twelve to Division 3, effective September 3, 1940, because of a shortage of men at these divisions. They retained their original seniority rights.

We announce, with a feeling of pride and satisfaction, that Division 4 had less accidents per 100,000 car miles than any of the other divisions, during the month of August. It is the hope of every man at the division that the record will continue to be as good in the months to come.

I have received word from J. R. Edgington, who resigned recently to work out of the Treasury Department at Washington, D.C., in which he said he hadn't seen any of the millions of dollars stored there but he liked his job very much, although he hasn't had a day off yet!

Now that the General Choice of

Runs has been in effect since September 15th and the men have O.K.'ed on their new runs, everything is again back to normal and swinging along with a minimum of men on leave. J. A. Saunders on vacation and rest, J. P. Longbotham on an autotrip to all points east, L. W. Fry on vacation and rest, M. C. Smith visiting his mother in Georgia, Clerk T. O. Latham in Arrowhead for two weeks, H. G. Morganthall is up around Kern County with expectations of bringing home a couple of deer; and C. R. Richardson was called back east to visit his mother, who is ill.

T. L. Clark resigned to enter college in Stillwater, Oklahoma. Many of the men who did not know him will remember some of his fine stories written for the T.U.C. News.

W. G. Brooks decided to move to his ranch permanently, where he can trap and live the life of a rancher. He worked in the Schedule Department for several years and then returned to the platform as a conductor for the past year and a half.

•
*"Yeh!
 Sand is
 used to
 stop
 the
 cars
 but
 don't
 overdo
 it!"*
 •



—VITO.



Division Five

FRED MASON

Our genial stenographer Fred Mason on vacation spending some time at San Francisco taking in the fair and stopping at other points along the coast, T. C. Strobel relieving Fred during his vacation.

Motorman R. E. Hebert takes leave of absence effective September twenty-second to try out on the fire department. We expect him to return after attending a few good fires.

Motorman Charlie Engle has taken thirty days off to make a visit to his old home town "Delaware New Jersey" also to visit in Pennsylvania.

Motorman L. W. Shoffner has taken 20 days off to make a trip to Sloat Calif., hunting deer.

Motorman D. W. Dailey was called to Lincoln, Nebr., on account of sickness and expects to be back on the job about October 3rd.

Motorman S. Scheinert has also taken short time off for vacation and rest at home.

Conductor Roy Meggison on vacation until September 28th to rest up and take in the sights.

Conductor O. E. Wilson on vacation making a trip north to visit the Fair and other points of interest in the state.

Conductor C. I. Jones is on vacation at his old home in Tonkawa, Oklahoma.

The following men are also on vacation and taking trips as follows: Jack Allday taking in the

fair at Frisco; J. L. Zellers at Sequoia, H. H. May visiting at Milan, Mo.; R. L. Churchill visiting at Miles City, Mont., and Motorman E. G. Smith attending the National Rifle match at Camp Perry, Ohio, sponsored by the American Legion.

Conductor O. S. Briley just returned to work after a visit at his old home in Magun, Oklahoma.

Conductor B. F. Kyser resigned September 18th to accept work in an airplane factory.

Conductor M. W. Peterson who has been on the sick list for some time dropped in for a few minutes September 18th and says he expects to be back on the job real soon.

Motorman M. G. Shultz has been on the sick list for several months but is improving real fast and may be back with us real soon.

Conductor E. W. Gay now on the sick list is getting along as good as can be expected and we hope he will be OK soon.



L. F. SPARKS

Bert Schaubert spent his vacation going no place in particular, just loafing around town and taking his dog, Lobo, for a walk in the park.

Harry Deibert went deep into Kern Canyon where he had a wonderful time with no radios, no newspapers and no election news. To pile joy on top of contentment he also managed to catch a lot of trout—some big ones.

Bob Gilliland went deep sea fishing with Otto Johnson but got no pleasure from the trip. What price seasickness Bob?

Cleave Traywick toured north and spent two days with Dorsey Fulbright on his farm in Oregon.

Bill Weeks and his wife were to meet friends in Reno but with no definite meeting place. Bill said he was going to take along a diving helmet so he could prospect the creek bottom while waiting for his friends.

Austin Fleetwood went to Mendocino County after some of those big northern deer.

Chas. Shelton and Chas. Smith went deer hunting also but at last account they were still eating bacon and eggs. Anyway they had fun trying.

The scribe of this column had a lot of fun trying also but was after sword fish. After seven hours out in the channel we finally got a strike but it proved to be a husky shark with awfully tough skin and a big mouth full of very sharp teeth. By the way a desire long held to go for a swim out where the water is deep and blue has left the scribe cold. He will confine his swimming close to the shore.

ONLY VIEW NEEDED

Prospective Buyer: "But I don't exactly like the looks of your '39 model in front."

Salesman Dzudi: "But look at the lines from the back. Doesn't it look good from that view?"

Prospective Buyer: "Yes, but—"

Salesman Dzudi: "Well, that's all anybody ever sees of this car."—*Pathfinder.*



Tom Lambert (5) and Leland Lee (4) display the proof of their fishing prowess on their High Sierra vacation. A claim is made that trick photography was used but we won't vouch for its truth.

FALL SAFETY RALLIES BEGIN

THE fall series of Safety Rallies starting September 28th are destined to be bigger and better than ever judging from tentative programs now being arranged.

If you haven't been attending these affairs, you had better date the little woman and plan to attend, then you can't say we didn't tell you! Our fellow employes have been enjoying these interesting safety talks and entertainments being presented by the operating divisions and the dance that follows. Why not you?

During this new series a waltz contest will be held each evening, the winners to compete in a grand finale November 23rd for a beautifully engraved, gold dance cup standing nearly twenty inches high.

The rules of the contest are:

1. Only employes of the host division may compete on the night of their rally.

2. Decision of the judges will be final.

The contest will be judged by representatives of Miss Bell's School of Ballroom and Tap Dancing; Miss Bell being the head of a famous dancing school in the city. She will also present a specialty number for the enjoyment of the dancing audience.

Plan now to attend the division rallies scheduled as follows:

Motor Coach Division & L.A.M.C. Company—October 12, 1940—Pacific Electric Auditorium.

Division Four—October 19, 1940—Pacific Electric Auditorium.

Division One—October 26, 1940—Pacific Electric Auditorium.

Division Five—November 9, 1940—Pacific Electric Auditorium.

Award Rally (all Divisions participating)—November 23, 1940—Pacific Auditorium.

EMPLOYES AND FAMILIES
WELCOME!
TICKETS FREE!!

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