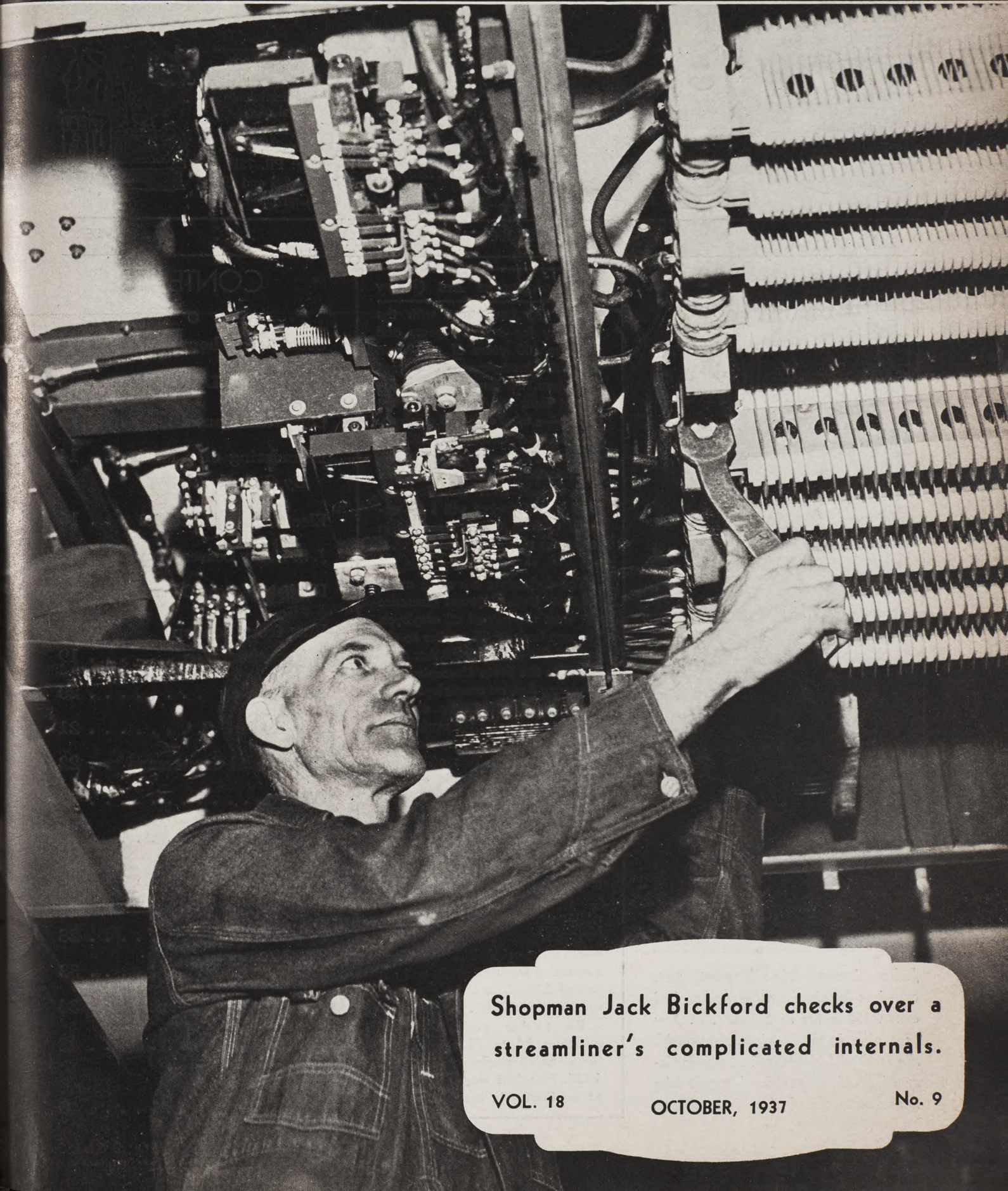


TWO BELLS

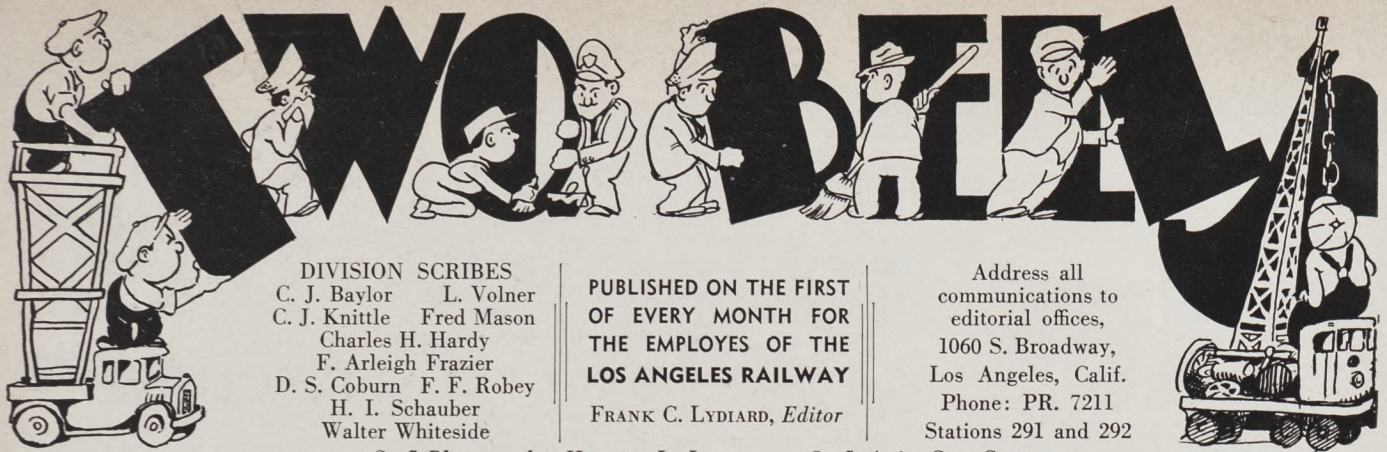


Shopman Jack Bickford checks over a streamliner's complicated internals.

VOL. 18

OCTOBER, 1937

No. 9



DIVISION SCRIBES
 C. J. Baylor L. Volner
 C. J. Knittle Fred Mason
 Charles H. Hardy
 F. Arleigh Frazier
 D. S. Coburn F. F. Robey
 H. I. Schaubert
 Walter Whiteside

**PUBLISHED ON THE FIRST
 OF EVERY MONTH FOR
 THE EMPLOYEES OF THE
 LOS ANGELES RAILWAY**
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LARY Personalities



Julio Linares, Line Department, one-time Mexican warhawk, has had over 2000 hours in the air . . . flew as a pilot in the Mexican Army with the rank of Lieutenant . . . uncertainty of Mexican politics brought him here...naturalized American citizen.

Unemployment Act Query

" . . . I have been with the Company for over 30 years and was over 65 years of age when the State Unemployment Act went into force. 63 cents is being deducted from my bi-monthly paychecks—a total of \$1.26 a month. I have been unable to find out concerning this, and will appreciate any information you can give me. If I remain with the Company until I retire, what will I be entitled to from the Government in return for these installments? . . "

Answer

Tax deductions are made under the State Unemployment Insurance Act from the pay of all employes. The age limit of 65 applies to the Federal Old-Age Pension Act only.

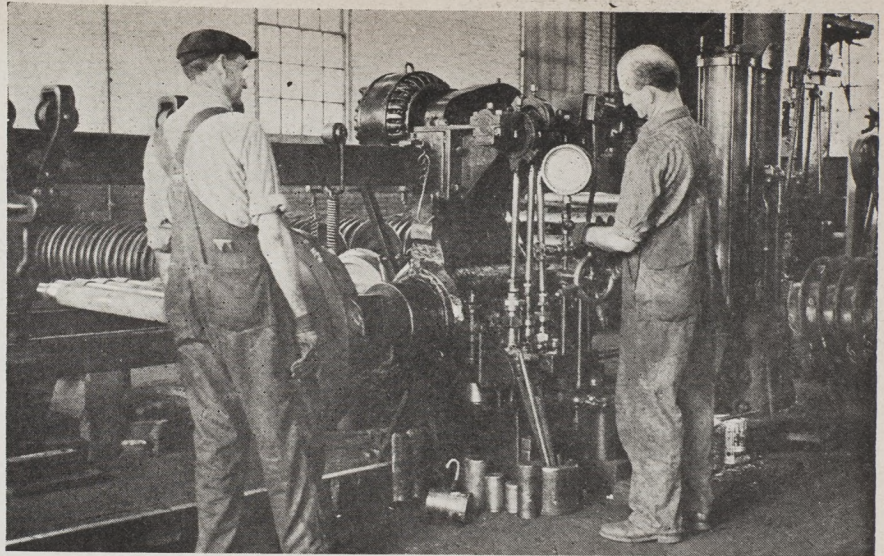
Under the State Unemployment Insurance Act, an unemployed person (who is physically able to work and available for work) may apply to the State Unemployment Insurance office. This office will either find him suitable employment or pay him weekly cash benefits for a period based on the ratio of one week of benefits for every four weeks of employment during which contributions were paid, the maximum period of benefits not to exceed 20 weeks. The amount of weekly benefits will be based on amount earned during the previous 104 weeks. The maximum amount of weekly benefit will not exceed \$15.00 and the minimum not less than \$7.00.

For further explanation, see questions 34 to 58 in pamphlet issued to all employes in January 1936. Pamphlet may also be read at the Library in the Main Office.

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Pressing a car wheel on an axle with the 200 ton press are John Neville, left, and C. L. Nickels.



SEEING THE SHOPS

THE NINTH IN A SERIES OF COMPANY TOURS

COVERING 11 acres of ground, and employing the services of 295 men, our South Park Shops require the services of experts in practically all of the mechanical trades. During major construction or reconstruction programs, the regular force is complemented with additional men.

Under the direction of Henry E. Jordan, Superintendent of Equipment, and his righthand men, Walter C. Brown, Assistant Superintendent of Car Equipment, W. T. Brown, General Foreman of Car Houses, F. F. Robey, Assistant General Foreman of Car Houses and C. B. Lindsey, Superintendent of Automotive Equipment, our Shops and their correlated mechanical forces at the 16th Street Garage and the Car Houses compose a smoothly functioning unit vital to the every-day operation of the Railway.

In the South Park Shops, 401 East 54th Street, repairs are made on literally hundreds of devices and various pieces of equipment from deli-

Masters of Many Trades, Our Shopmen Daily Repair, Build, Inspect, Reconstruct

cate meters to gasoline rollers. Manufactured are hundreds of articles from small washers to complete streetcars.

The chief work carried on in the shop is primarily maintenance of rolling stock which includes, in normal times, the overhauling of approximately thirty passenger streetcars and ten motor coaches per month, the repairs to cars and coaches made necessary by major wrecks, the manufacture of certain of the store stock supplies, the salvaging of hundreds of parts that are worn out

in service and reconditioned and made serviceable, the repairs or manufacture of devices and equipment for other departments, which vary from small articles of office furniture to complete sub-station racks. Here are manufactured thousands of railway signs of various designs and carried out work orders involving changes of construction to rolling stock which averages approximately seventy active work orders at all times.

Starting at the west end of one of the huge, cavernous buildings we find the *Electrical Repair Section* (Harry C. Smith, Foreman), where repairs are made of all electrical parts of our cars, including the wiring of both cars and coaches. The work here involves many varying types of equipment—from an ordinary buzzer to tremendous Sub-Station generators. Moving on we come to the *Truck Repair Shop* (Harry A. Longway, Foreman), where streetcar



A corner of the Truck Repair Shop

trucks are maintained and motors are removed and replaced. Entering a busy scene of humming motors, whirling lathes and revolving belts, we see the *Machine Shop* going at full blast (M. E. McCune, Foreman). Its activities are concerned, among many other things, with mounting and grinding of wheels, electric and acetylene welding, rebabbiting of all bearings, repairs to tools and all machine work for cars and heavy work for coaches. Continuing our peregrinations we emerge into the "C" *Inspection Section* (H. C. Conacher, Foreman) where all cars in regular service are brought at approximately 30,000 miles. At this time all electrical and mechanical parts are inspected and tested with gauges. All parts which the gauges indicate need renovation are removed and repaired. At conclusion of the "C" Inspection, every car is given a road test before being returned to service. Nearby is the *Blacksmith Shop* (Jos. Gordon, Foreman), in which all forgings and parts of cars and coaches requiring this type of work are handled. Here, also, for repairs come fenders, gear cases and step treads. Leaving the Blacksmith Shop we visit the *Air Brake Section* (John M. Cook, Foreman), in which all overhauling of this equipment, including the grinding of air valves and the piping of

W. T. (Billy) Brown, General Foreman of Car Houses, looks over one just off the Wash Rack. . . Inset: F. F. (Doc) Robey, Assistant General Car House Foreman, is a little out of place on the front end of a P.C.C. car but keeps his mind on the Instruction Black-board, anyway.



cars is done. Maintenance of fare boxes (Warren Brown, Head Fare Box Repairer) is a further duty of this department. The well-equipped *Carpenter Shop* (Jos. M. Spearing, Foreman), and the adjoining *Paint Shop* (Lee T. Crump, Foreman), are important divisions of the South Park Shops. In the former, overhauled and repaired are car bodies, trucks, coaches and automobiles, in addition to multitudinous other activities such as

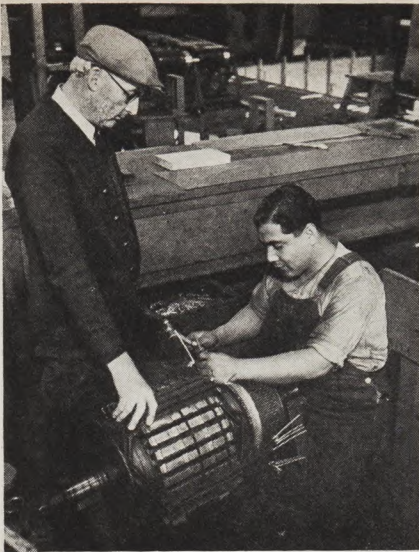
upholstering, glazing, buffing, sheet metal and mill work. In the Paint Shop is done all general painting of cars, coaches, trucks and automobiles. Dash signs and miscellaneous signs are produced here, also, and painting is done for other departments. Likewise handled by this section is the finishing of furniture and offices in the Main Building, 1060 South Broadway.

MECHANICAL DIVISIONS

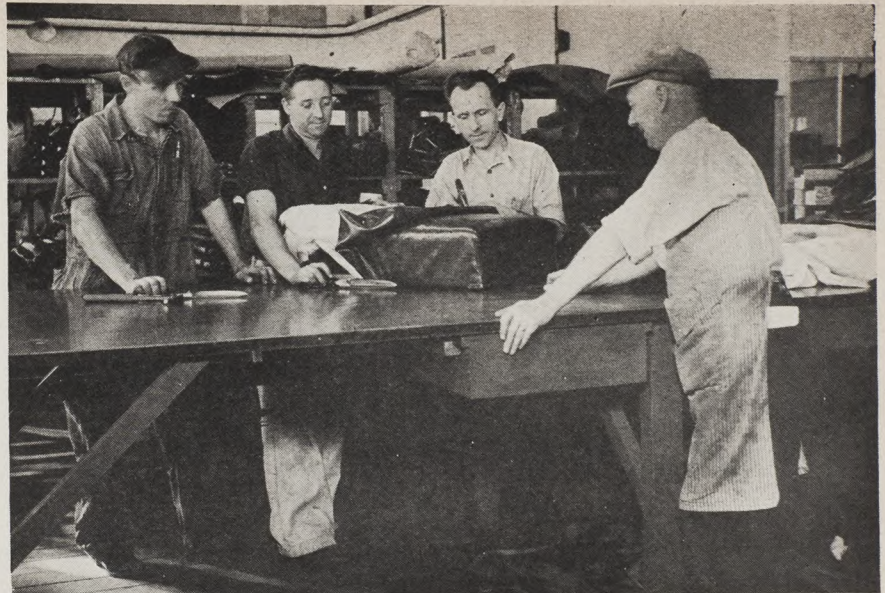
The mechanical force at each division car house consists of one foreman, three assistant foremen (one for each 8-hour shift), three relief assistant foremen, clerk, carpenter, painter, electric repairer, first and second-class car repairers, men and women cleaners. This mechanical organization is charged with the duty of maintaining all active cars in a clean, safe operating condition and is aided in this work by seven mechanical street inspectors and a chief inspector located at three different stations in the downtown district to take care of all equipment trouble in that area. Cars are swept and dusted every time they pull into a car house,



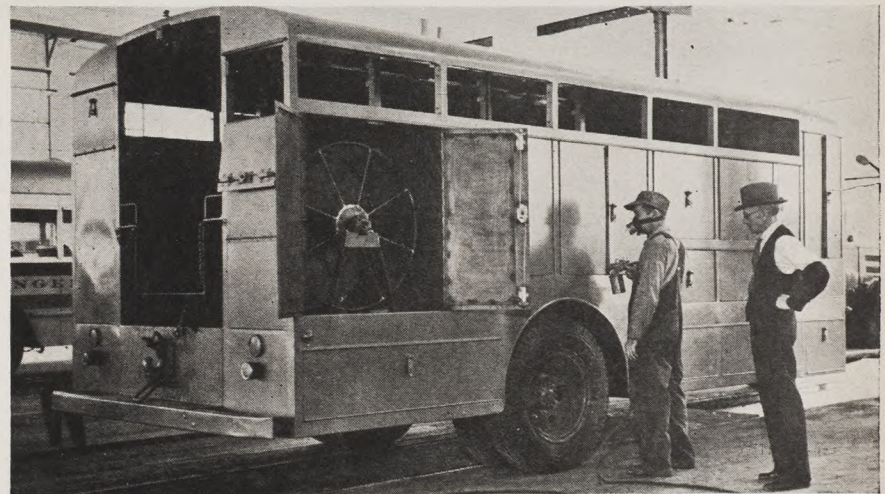
Left: Shelby Brown, Progress Clerk. Right: H. K. Conacher, Foreman "C" Inspection.



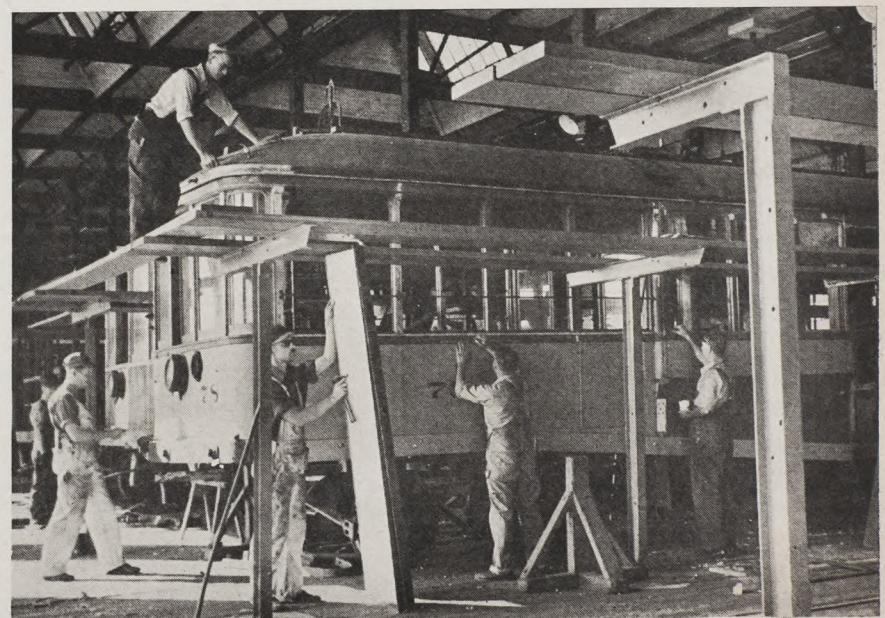
Left: Harry Smith, Foreman Electrical Repair Shop, watches Repairman T. A. Rocha apply the coils to a Westinghouse armature.

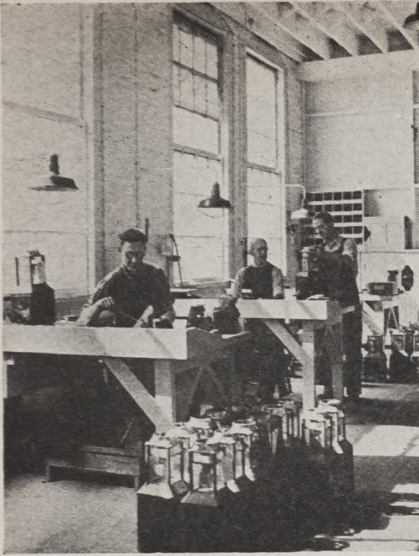


being washed and having windows cleaned at frequent intervals. Safety inspections are given active cars every night, with particular attention being devoted to brakes and wheels. All cars go through an "A" Inspection after operating a certain number of miles, with a "B" Inspection given at longer intervals which includes a more complete going over of equip-



Top, right: Consulting on an upholstery job are, left to right: Sig Berg, John Ogden, Joseph Matula and Wm. Wilson, Head Upholsterer. Right, center: Harold Cass sprays paint on the new Line Department truck. Watching is Lee T. Crump, Paint Shop Foreman. Right: A type "C" car receives general overhaul repairs.





Repairing fare boxes are, left to right: W. F. Brown, James Murray, Wm. Sweetingham.

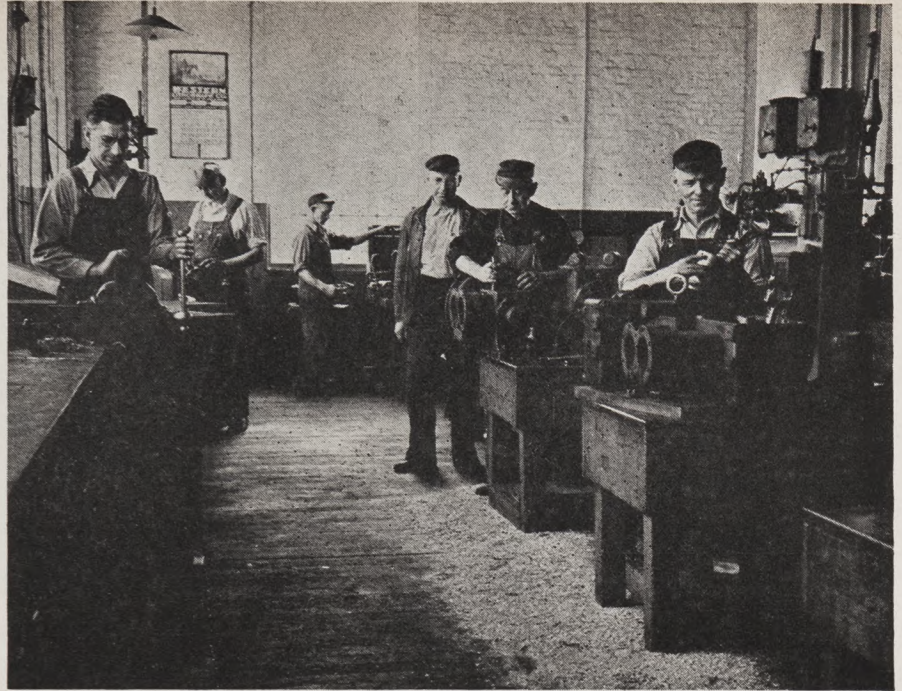
ment. After each of these inspections, the mechanic or inspector signs the inspection card for the work done by him, and as all work done between inspections is likewise on the back of the card, a complete record of all work done to any car is always available.

16TH STREET GARAGE

A few years ago the garage took care of a miscellaneous fleet of automobiles and trucks consisting of Kissel Kars, Pope-Toledo, Duro Cars, Frayer - Miller, Abbot - Detroit and many others long since passed into obsolescence.

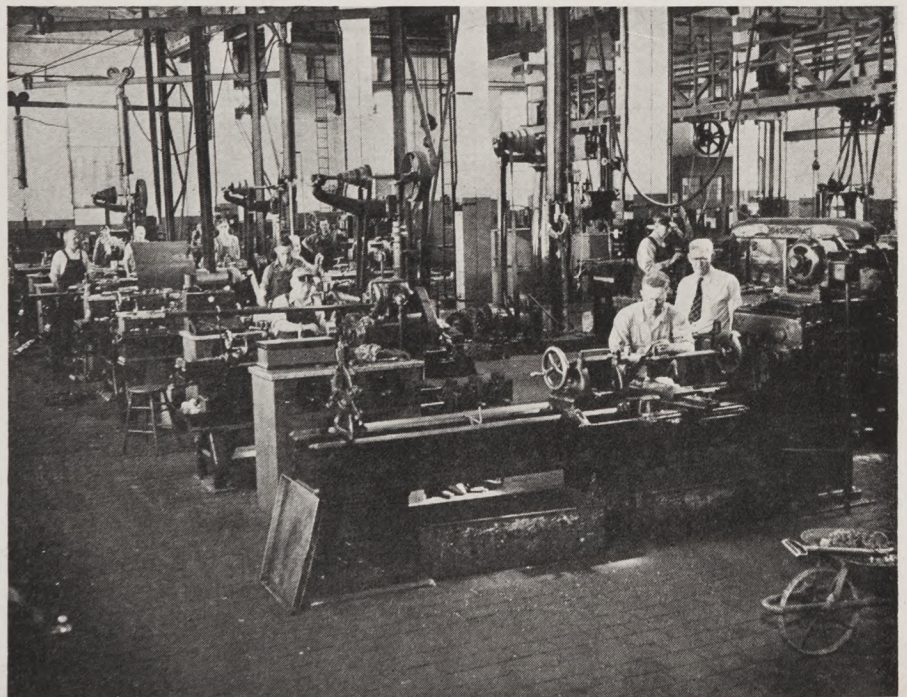
About 1922 the first motor coaches went into service, until at the present time a fleet of 233 coaches, 46 automobiles, and 56 trucks are serviced and maintained by this department.

Although the fleet is not so large, the mileage run is relatively high, being in excess of ten million miles per year for the coaches and more than ninety thousand miles for the automobiles and trucks. Dividing this up into the necessary periodic brake and clutch re-lines, engine overhauls, etc., it becomes apparent that considerable labor is required to keep up the standard of condition required by the Management.



Above: Overhauling Air Compressors and other air brake parts. Left to right: G. M. Dickens, Tom Standish, Chas. Reed, John ("U-Be") Cook, Air Brake Foreman, Ed. Bade, Geo. Singer. Foreman Cook is concentrating on a method to eliminate compressor wear.

Below: Main Machine Shop—Foreman M. E. McCune at extreme right.



Some of the big fellows being checked over at the 16th Street Garage—considered one of the most modern in the country.



Coaches are given a safety inspection after each trip, and serviced and cleaned before being sent out. At approximately five thousand miles, depending upon the type of equipment, each coach is given a thorough going over, units not up to standard are replaced, axles and steering gear tested for cracks, in short, everything is done to prevent a "failure" in service.

At approximately twenty-four months, coaches are sent to the South Park Shops to undergo a complete overhaul and re-paint. At this time panels are removed and checked, seats re-upholstered, roofs and floors re-covered, if necessary, and the coach completely re-wired. It has often been remarked that coaches released after this "work out" are "better than new" and this has been found to be a fact, many of the original defects or weaknesses having been corrected.

The garage repair shop and facilities are up to date and play a big part in the handling of the large volume of work. Visitors from other properties have frequently admired the arrangement and recognized the effort to provide the most suitable design and appliance for this class of work.

Every effort is made to improve the efficiency of the equipment and considerable time and money is devoted to tests of fuels, oils, floor and seat coverings, brake and clutch lining, etc., and at least part of the credit due for factory changes which have resulted in increased mileages for the unit involved may be given our garage repair shop.

To maintain this fleet of coaches, autos and trucks a personnel of one hundred and sixty-two men and two women is required. Acting in the capacity of General Foreman is Doyle Rishel, with D. J. Sullivan, Assistant Engineer in Charge of Tests. The Clerical Force is under the direction of F. O. Rowbottom, Chief Clerk. Foreman of the Machine Shop is Walter Dewhirst, and Foremen of Shifts 1, 2 and 3 are Ray Anderson, Floyd Nolff, and W. Turner, respectively. Cleaners and Janitors come under the supervision of Homer Veil and Assistants Charlie Hodges and F. F. Shipley.

TRAFFIC PROBLEM



"I don't see a '10'—will two '5s' do?"

VISUAL EVIDENCE OF LOS

Prepared By

All of us in the business of transportation are aware of the important part that streetcar lines play in the development of a city. The accompanying photographs show very clearly the growth of Los Angeles from the period beginning in 1921 and continuing through 1936 and indi-



EASTWARD

Looking West from Atlantic and Whittier - 1921

OF THE GROWTH ANGELES

Research Department

ates the necessity for consistent development of street railway lines. These airplane views of certain sections of Los Angeles demonstrate the city's rapid expansion and may be taken as typical of practically all parts of the city.



DEVELOPMENT

Looking West from Atlantic and Whittier - 1930



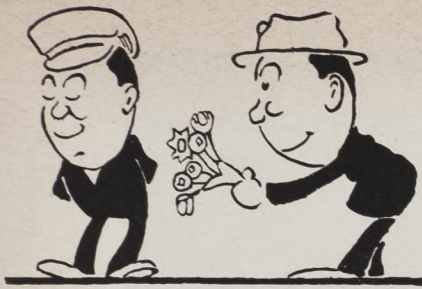
Looking North from Central and Manchester—1923





Looking North from Central and Manchester—1935





"Most Cheerful and Courteous . . ."

"I take pleasure in commending one of the conductors in your service, No. 789 (A. D. Bryce, Div. 4) on the Pico line last Monday. He was most cheerful and courteous and kind to all, and makes streetcar trips a joy. I am sure these courteous ones get more joy in serving and they get more out of life, because they put more good into circulation."

MAY MEDARIA,
1005 E. 75th Street, Los Angeles.

Composure Complimented . . .

"Seldom has anyone the privilege of riding on a streetcar which has such a cheerful, intelligent, able young man in charge, as I had yesterday afternoon after the baseball game at Wrigley Field—what with the terrific jam and mess, your No. 1047 (E. E. Larson, Div. 1) handled all with a degree of sang-froid seldom seen.

"You are complimented on having such a fine young man in your employ.

A. S. SWANSTROM,
National Military Home,
Sawtelle, Calif.

Courtesy Displayed in Embarrassing Situation

"Please return the enclosed token to your conductor No. 2160 (Wayne Gardner, Div. 3) with my thanks for his courtesy in an embarrassing situation. I boarded the 'L' car one morning last week and found that I had forgotten my coin purse and he supplied me with fare."

MARY J. REEL,
Care of Western Union Telegraph Company, Los Angeles.

Regular Commuter Voices Praise . . .

"For a good many years I have been a commuter between Beverly Hills and Los Angeles and for some time have ridden on the Westwood-Beverly Hills-Express coach passing Robertson Boulevard about 7:20 each morning.

"When a person rides morning after morning, he grows acquainted more or less with the operator of the bus and I want to

HEARD FROM

say what a good, careful driver you have in a man called Erskine (M. M. Erskine). He is not only a careful driver but a courteous gentleman and there is never a word of complaint or any evidence of dissatisfaction with this man at the wheel.

"The other operators and conductors on the Wilshire-Express double-deck buses are O.K., too, but I believe Erskine stands out as an example for the others. If your Personnel Department could hire men of Erskine's type, there would be fewer complaints on the bus service in Los Angeles."

A. FOSTER,
144 N. Aranaz Dr.,
Beverly Hills, Calif.

Excerpt from—

"NOTES FROM THE EDITOR'S DESK"

in

DEMOLAY CROWN CRYER, Sept 13, 1937

John Reifsteck, Editor

". . . On another of the company jaunts we were compelled to let good old 'Lary' be our mode of transportation. Being ever on the alert for something interesting, the motorman caught our eye. The particular car was an 'R'; one of those 'enter-the-front' affairs in which the motorman plays host, conductor, information desk, etc. This particular gentleman was so kind, so conscientious that he was actually outstanding. 3147 was his number (C. J. Veline, Div. 1) his name we can't tell you, but our hat is off to him. Twice he ran from his seat, jumped down the steps to the pedestrian zone and assisted elderly women to alight. In traffic, too, he was patient and courteous, sounding his bell only when necessary. Such a change from the rasping, clanging, hurry of other cars. And for all the things he had done, he was ahead of schedule, not behind. So, courtesy pays after all."

"Distinctly an Asset . . ."

"I wish heartily to commend the courtesy of Motorman Number 23 (J. A. Martin, Div. 3) car 1204, on the 'N' line. I boarded that car yesterday, Wednesday, at Temple and Spring Streets, at about 4:00 p. m., and was surprised to have gentleman No. 23 reach down to help me up the step.

"Later, I saw him show the same kindly courtesy to other elderly people. An old man as well as an old woman. Such employes are distinctly an asset to any railway."

LILIAN VOSBURGH,
829 S. Bonnie Brae, Los Angeles

Cheerful Manner Wins Praise from Penn. Ry. Agent

"Motorman 1659 (J. T. Evans, Div. 3) —'W' line—certainly is on the job. He 'slowed' up for me this morning at Twelfth and Flower, with a big smile. I thanked him. . . 'Was a pleasure,' he said.

"Isn't it great to meet employes who are interested in their passengers?"

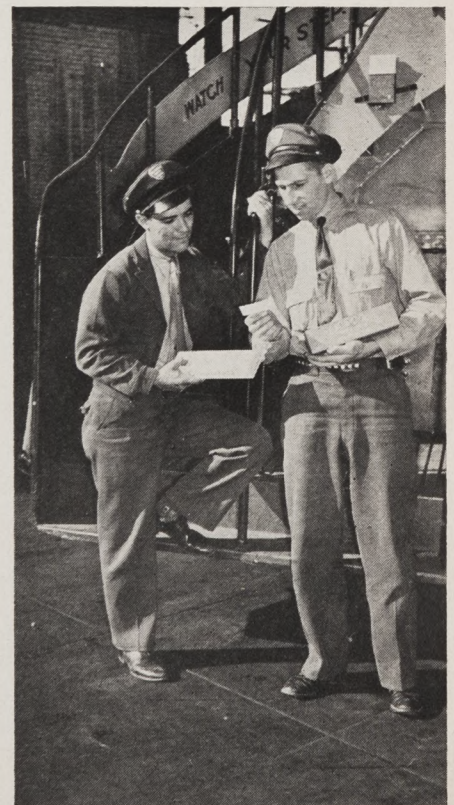
FREDERICK WEBB,
District Passenger Agent, Pennsylvania Railroad, 318 Van Nuys Bldg., Los Angeles, Calif.

"Entitled to High Praise . . ."

"One of your motormen, wearing cap number 1533 (J. H. Miller, Div. 3) very efficiently aided a young woman taken ill on an inbound 'W' car this morning. I think he is entitled to high praise for the manner in which he handled the situation."

GEO. H. WIGMORE,
Care of W. M. Garland Co.
Ninth and Springs Sts., Los Angeles

Below: From an appreciative passenger come cartons of cigarettes to R. Cunningham and A. DuRee, Wilshire Coach Operators.



THE CUSTOMERS

"Pleasure to Ride on Car . . ."

"As a regular patron of your street cars for over twenty-two years, I wish to express my appreciation for Conductor 732, car 1501, 'H' line, (H. D. Plank, Div. 4) on this Sunday morning about 10:25.

"When I boarded the car at Sixth and Rampart was quite taken back to hear a cheery 'good morning' and to be greeted with a smile—this courtesy he extended to all his passengers, until I transferred to the 'R' at Alvarado Street.

"As my destination was to the Cemetery (and with a none too light heart) that greeting and smile made a brighter sky and put something 'extra' in the day.

"Also, one did not feel a mere passenger to be hustled on and off—one felt more a guest.

"If this world had a little more of this thoughtfulness and kindness it would help a lot.

"I congratulate you in having such a fine young man in your employ, and hope it will be my pleasure to ride on his car again."

HELEN STUART PAPPEINER,
550 S. Coronado Street, Los Angeles

Prompt Delivery Service!

"I wish to express my thanks to the honesty of Driver Burns. I had lost my purse with ten dollars in it today and it was reported. It was returned to me in three hours by the supervisor, very much to my surprise and I wish to thank you all for your honesty and cooperation of the Company."

MRS. HELEN JENNINGS,
156 N. Alma Street, Los Angeles

"Actions of a Real Gentleman . . ."

"I am writing regarding one of your conductors who deserves the highest praise for an act of kindness and the actions of a real gentleman:

"Today at 1:05 p. m., on the westbound 'W' car, the car was stopped at Washington Boulevard and Estrella and your conductor assisted a very elderly gentleman across the tracks to the opposite side of the street and gave him whatever information was necessary for the man to continue to his destination. The gentleman used a cane and your employe helped him by the arm and

then handed him his cane. He ran back to the car and we continued on. His cap number is 1452 (J. F. Turner, Div. 3) and I really believe that he should be commended for this act as such courtesy is unusual and should be encouraged in all public utilities."

HARRY O. JONES,
5031 W. 21st Street, Los Angeles

Conductor 938!

"I am a stranger here in town and this afternoon coming home—that is, northwest in a 'H' car about 4:15 p. m. I got on the car downtown, I noticed this conductor—a nice young fellow—helping folks, so I drummed up courage to ask information about going south, about how to make connection. He was very nice and pleasant to me, something we seldom ever find in any large city. The information helped me a lot so I am asking you to thank him for me. It is those kind fellows that make this humdrum life of ours worth living.

"I saw No. 938 (G. A. Brown, Div. 1) on the side of the hat and I think the car number was 326. I am not sure of the latter.

"If you can reach him, thanks again for your trouble."

JOHN S. K. VOIGT,
726 N. Alexander, Los Angeles

Thoughtful Acts Make Friends

"I was sitting in the rear end, north-side, when car stopped—much too long, that is, longer than the ordinary stop. I looked about and saw the motorman escorting a crippled fellow across the street to the north sidewalk. Whether this fellow got off the car or was merely trying to get across, I do not know, but just the same this motorman deserves to be mentioned regarding this courtesy.

"The car number is 1316 and stopped near the old Kaspere Kohn Hospital at about 9:15, car going east on Whittier Blvd., this evening." (D. J. Weems, Div. 1.)

MRS. ESTHER ASHDOWN,
4370 Whittier Blvd., Los Angeles



From our mail sack this month also come letters of commendation for:

MOTORMEN

M. B. Clinkenbeard, Div. 3
S. N. Duncan, Div. 5
S. H. Birt, Div. 3
B. D. Cowdry, Div. 3
G. Cook, Div. 5
H. L. Morrow, Div. 4
F. O. Hebert, Div. 3
D. D. Rhoads, Div. 4
A. E. Seyers, Div. 4
M. Tudrick, Div. 1
G. W. Plummer, Div. 3
W. H. Welch, Div. 4
R. E. Elmore, Div. 3
J. W. Tinsman, Div. 4
D. J. Thomson, Div. 3
K. R. Kling, Div. 3
B. D. Cowdrey, Div. 3

CONDUCTORS

A. F. Crosby, Div. 1
C. R. Brown, Div. 1
I. J. Kramer, Div. 3
N. R. Neal, Div. 4
H. B. Mann, Div. 1
I. Gasparro, Div. 3
F. S. Leon, Div. 3
K. S. Sttephens, Div. 3
E. D. Walters, Div. 3
F. W. Greene, Div. 4
H. Stewart, Div. 1
J. E. Deane, Div. 4
T. R. Latham, Jr., Div. 4
J. W. Prutsman, Div. 3
C. W. Aen, Div. 3
H. J. Klingsiek, Div. 5
E. J. Johnson, Div. 3
D. I. Robison, Div. 4
A. C. Stover, Div. 3
E. W. Park, Div. 1

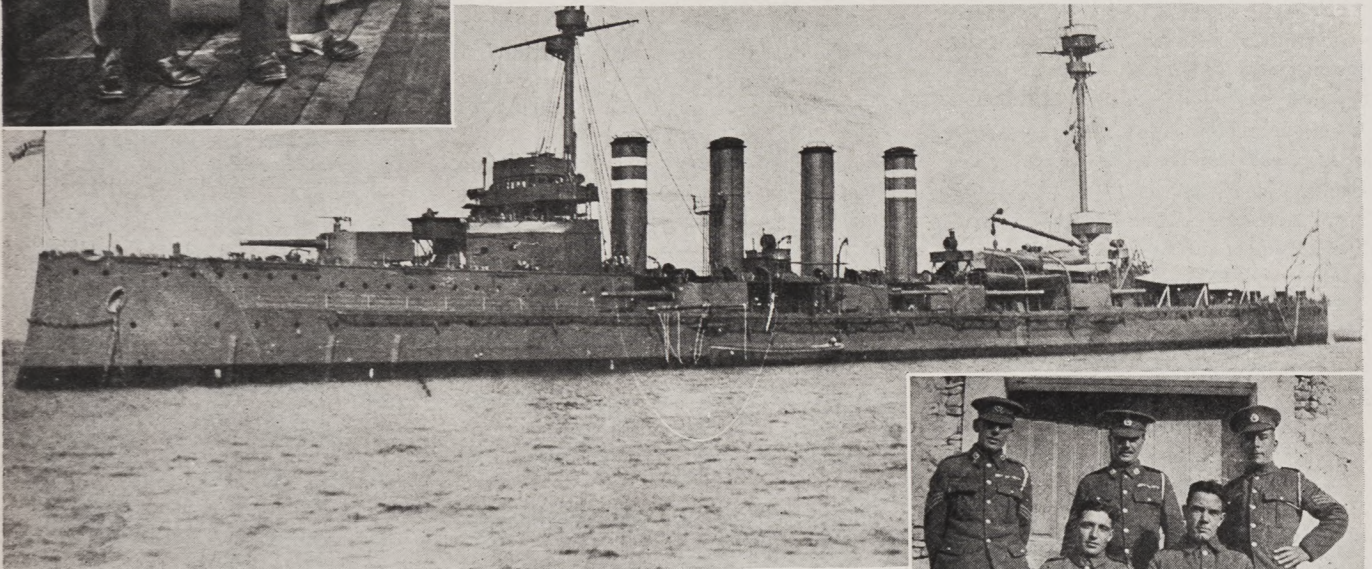
OPERATORS

Oscar Johnson, Van Ness
R. V. G. Furman, Western
W. DeGrey, Sunset
R. F. Knauf, Sunset
E. M. Underwood, Western
H. W. Strode, Beverly
G. N. Bon, Beverly
R. T. Cunningham, Wilshire
C. E. Lidamore, Sunset
W. S. Weidel, Florence-Soto
L. W. Stevenson, Wilshire

MEANDERING OF A MARINE

*Veteran of Military Service in
Far-Off Lands, Now Conductor
at Division 5*

By C. J. KNITTLE



It was noontide of December 15, 1915, and in the seaport town of Invergordon, Scotland, folks moved quietly about. A great war had cast its spell on those who waited anxiously at home. Mothers, grandparents, even children seemed to labor under the fear of tragic news from the front. Then, too, was the bewildering thought of raids from the air, of wholesale slaughter at home despite the fact that in the firth which nestled at their feet lay the Second Cruisers Squadron of British Royal Marines.

Suddenly the dull thud of an explosion and screams of "Fire!" rent the air. Flames were shooting up the aftermast of the HMS *Natal*. A large section of its hull had been blown out, a launch at its side was sinking,

and in three and one-half minutes the *Natal* turned completely over and went down, carrying to death 670 soldiers of the sea.

Corporal George Laird who, with forty fellow Marines, had rushed from an uptown athletic field to the crowded waterfront, stood gazing in abject horror. A thousand thoughts crowded his mind. Chills and fever came intermittently as his temper raged, not at his own near-drowning which shore duty had luckily prevented, but the thought of the skulking wretch who, in the guise of a Royal Marine, had planned and executed this ruthless destruction of human lives.

In the court martial proceedings which followed, the disaster was

Upper left: Corporal George Laird, on the right, with fellow Marine, on HMS Diligence two months after Natal disaster.

Center: The ill-fated HMS Natal.

Above: Sergeant George Laird, seated at left, with four fellow Marines at Tenedos Island, a Turkish possession in the Grecian Archipelago.

charged to German espionage.

The remaining 230 men were transferred to the parent-ship *Diligence*. Six months later Corporal Laird volunteered for shore service and was sent to the Marine Barracks at Chatham, Kent.

On February 17, 1917, the Third Battalion to which he had been assigned, sailed for the Dardanelles to observe the movements of the Turkish Fleet and Army which were attempting to block traffic to the Black Sea.

Two months later England demanded that the Dardanelles and Bagdad Railway be opened to the Allied Forces. Turkey reluctantly signed an armistice and the Third Battalion took over the Turkish forts and dis-

mantled the majority of guns that lined the Dardanelles.

In January, 1918, Corporal Laird was promoted to the rank of Sergeant and in the following September the Battalion sailed for Sebastopol to recover the Russian arsenal from German troops. Seventy Royal Marines were killed in the battle for possession and shortly after as many more died with the flu.

After being relieved by French forces, Sergeant Laird's Battalion returned to Turkey to take over three forts from Turkish maintenance crews and dismantled nine more guns. The Battalion then returned to British Marine Headquarters at Mudros in the Grecian Archipelago.

In November, 1920, two years and nine months after leaving England, the Third Battalion sailed home, and in June, 1922, Sergeaant Laird applied for and received an honorable discharge.

Later he married, and in April, 1923, Mr. and Mrs. Laird set sail for the United States.

Today with three devoted daughters and their own home in Lennox, the Lairds have found real happiness. For fourteen and one-half years Conductor George Laird has maintained an excellent record at Division Five. His free time finds him superintending a Sunday School of 250 children in Hawthorne and a boys club of 38 whom he is teaching to be "Fishers of Men."

PIED PIPER

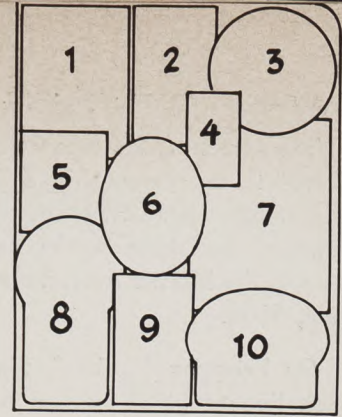


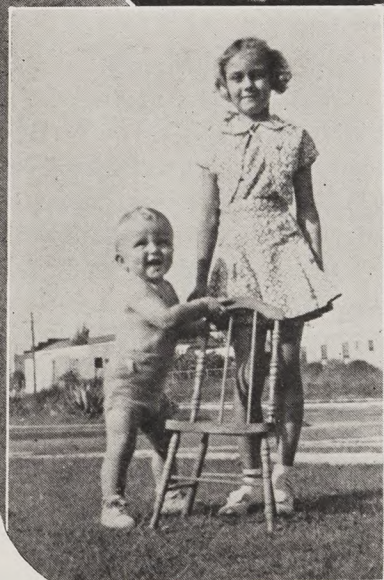
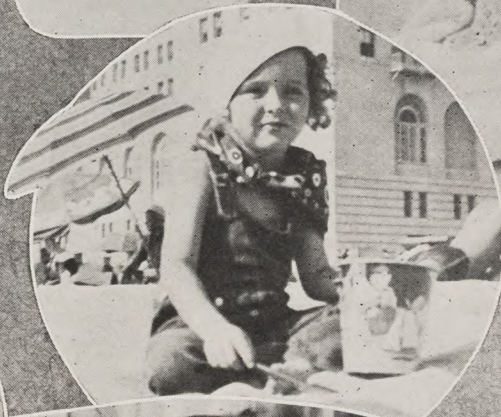
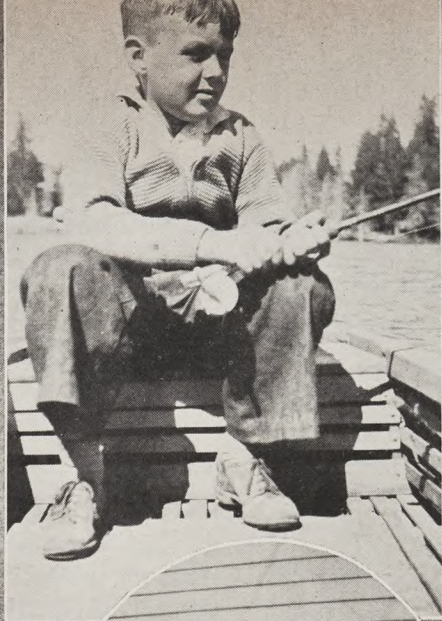
"It's the way my Conductor calls the streets!"

PRODUCED EXCLUSIVELY BY THE ELECTRICAL DEPARTMENT

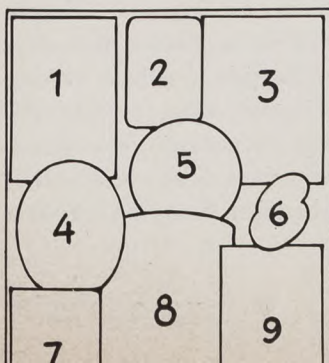
1. Dena (10) and Bessie (12) daughters of Lineman George Dimos.
2. Billie Jean (4) daughter of Load Dispatcher W. R. Rhoads.
3. Robert (15), Leland Jr. (16) sons and Virginia (12) daughter of Assistant Engineer L. E. Dye.
4. Joseph (7) son of Line Foreman Joe Urban.
5. Virginia (2) daughter of Substation Operator G. A. Cox.

6. Rudolf (9) son and Eleanor (8) daughter of Lineman M. R. Lopez.
7. Sammy Jr. (5 mo.) son of Substation Operator S. F. Van den Burg.
8. Alice (9) daughter of Lineman L. H. Leusch.
9. Edward (5) son of Substation Operator J. Knapp.
10. Annabelle (11½), Beverly (13 mo.), Maralyn (7) daughters, and William (13) son of Substation Operator E. J. Clardy.





WE'RE OPEN TO ENTRIES FROM OTHER DEPARTMENTS!



1. Edward Jr. (10) son of Electrical Mechanic Ed. Gregory.

2. Dorice (2½) daughter of Scribe W. Whiteside.

3. Ardinus (1½) daughter of Electrical Mechanic R. F. Walton.

4. Bonnie Lee (5) daughter of Substation

5. Lorella (4) daughter of Emergency Mechanic L. Crouse.

6. Barbara (4) daughter of Instrument Man E. H. Brox.

7. Sonnie (15 mo.) and Bonnie (9) daughter of Substation Operator G. Willson.

8. Albert (3) son of Lineman E. Rios.

9. Herbert (10) son of Substation Operator

J. Stuart Neary Returns to Legal Practice

In leaving the Railway to resume his practice of law, J. Stuart Neary, former Executive Assistant, takes with him the good wishes of all with whom he has come in contact during his stay with the Company. Mr. Neary here states the circumstances responsible for his departure.—(Ed. Note.)

"I came to Gibson, Dunn & Crutcher after graduating from law school, ten years ago last month, and one of my first assignments was to work on Los Angeles Railway negligence cases. It was my first contact with the personnel of the Railway. I continued to enlarge upon that contact until April, 1934, when I came down to the Main Office Building to handle the labor trouble that was brewing at that time. Since that time I have come to know, respect and treasure the many friendships I have made in the Company.

"In October of last year, When Mr. Storrs offered me the position of Executive Assistant, I, of course, felt honored. I told him, however, my life's work had been the practice of law and that I had built up a clientele specializing in labor law and trial work that I was certain would provide a greater future than I could expect in the transportation business about which I knew relatively little. I, therefore, decided, as much as I welcomed the opportunity of becoming a part of the personnel of the Railway, to remain in the practice of law. I did, however, offer, with the permission of Mr. Haskins (my superior in the firm) to take a leave of absence from the law firm and attempt to assist Mr. Storrs in working out some of the most immediate problems and in putting into effect certain public relations and industrial relations policies which Mr. Storrs wanted to inaugurate. We had discussed these matters prior to his accepting the presidency and we both thought so much alike on these mat-

ters that I felt willing to tackle the job of assisting him.

"I believe that through his efforts, and the efforts of the personnel of the Public Relations Department, and the fine cooperation of the men of the other departments, the groundwork has been solidly laid for a future industrial relations and public relations policy that will be very beneficial to the Company and the employees.

"The clients whom I had worked for previously were beginning to have their troubles, and it was necessary for me to ask to be relieved from my duties at the Railway or send my clients elsewhere. It was with a keen feeling of regret that I asked to be relieved of my duties to go back to the practice of law for the work had been pleasant and the people with whom I had worked made it more so. I am, however, probably a lawyer at heart, and I believe that my future lies in the practice of law.

"The work that we started, of course, is not done but I believe that it is well on its way, and under the able leadership of the author of the policies I attempted to put into effect I am certain that a very satisfactory future lies ahead of the Company and its employees. I shall watch with interest, and, of course, as a member of the Legal Department, assist and advise, whenever my advice and assistance are needed toward the realization of that future. I do not feel that I am departing from the Railway but in a sense moving to another department.

"I want to thank all of those in my own department again for the splendid assistance they gave me, and to thank all those other members of the personnel in other departments who so splendidly cooperated with me. I can only repeat what I have said many times before: I am satisfied that the principles and the policies

of the management of the Company which Mr. Storrs has developed through years of remarkable experience, in my estimation can only bring about a better transportation for Los Angeles, and a better job for the employees."

ENGLISH CLASSES OFFERED

"You may not realize it, but your position in life depends largely upon the English you use every day. Every time you speak or write, you reveal yourself as clearly as one in the spotlight on a stage. Every flaw in pronunciation, every mistake in spelling, every error in punctuation, every wrong guess at grammatical construction, sticks out like the proverbial sore thumb and reacts against you."

Relative to the above quotation, it is recognized that a good working acquaintance with the English language is of tremendous importance to any man or woman regardless of what type of employment he or she may be engaged in.

Through a special arrangement with F. Arnold Young, any Railway employe may take advantage of a course in English (at an extremely nominal charge) which has proven very successful with other employe groups. For \$5.00, which is ordinarily the cost of the text book, any employe may attend the forthcoming nine lessons, which are held every Monday from 4:45 to 6:00 p. m. in room 309 at the Main Office. If you were not able to attend the first classes you may start now, or for that matter at any time during the course, and go on from that point. No recitations are necessary, and each lesson is conducted in an informal, simple manner with stress given to the everyday use of English. For those who do not find it convenient to pay the \$5.00 charge upon starting the course, arrangements have been made so that this may be taken care of \$1.00 at a time.

Making a tour of key cities in the United States under the direction of Lord Ashfield, Chairman of the London Transport Board, in order to study American transit practices, Mr. V. A. M. Robertson, Civil Engineer of the Board, and Mr. G. H. Brooks, General Superintendent of Road Transportation, visited Los Angeles on September 30, remaining three days while they made an intensive study of traffic and transit problems in this city.

The London Transport Board is a private undertaking, which, under the authority of Parliament, has complete control of all public transportation throughout London, England, covering the area thirty miles in diameter from the center of London (Charing Cross). The Board is charged with the duty of providing adequate transportation facilities for a population

LONDON TRANSPORTATION MEN VISIT LOS ANGELES

of approximately ten million. The magnitude of the undertaking is shown by the fact that the Board operates 271 miles of subways, as well as 2,500 tram cars and trackless trolleys, and 6,000 motor buses. There are 80,000 employees employed on the property.

In conference with President Storrs and other officers of the Company, and by visiting various parts of the city to observe actual conditions, the visitors became acquainted at first hand with local operating practice.

In an interview with the Press in President Storrs' office, Mr. Robert-

son said, "We feel it is indisputable that Los Angeles has less congestion than New York, London, Paris or Berlin. This is because of your height limit on buildings, though in London we have a still lower one permitting only about eight stories, and because Los Angeles is a spread-out suburban area while a city like London is congested. Another reason is that you have wide streets compared to older cities, with the exception of Berlin which has wide streets and covers a wide area in relation to its population. We are also struck by the quiet of Los Angeles streets compared either to New York or London."

Surface transport, they agreed, will be adequate in Los Angeles for some years to come, making unnecessary the subways which in other world cities are considered at best disagreeable necessities.

THE RUSH IS ON

By J. COLLINS

Supervisor of Safety

For the next several months there will be more confusion in our streets than has been in past months—this is due to an increase in the number of people and traffic congestion.

To the degree of increased activity, are people influenced by the actions of others in taking a step they otherwise would not have taken. This action and reaction increases the hazard. An increased hazard calls for an increase in attention on your part, and there are just a few cardinal features for an operator to observe for safe operation—i.e., courtesy (which ranks first), strict observation of road space, traffic signals, safety stops, track intersections, curves, electric switches, dangerous cross streets, and the drivers who cut in and out of traffic, especially those in a position to cut in from the right side of track.

An operator cannot observe road

space unless he is looking where he is going—he cannot run his car blindly, and expect to get safe results. Diverting his attention for two seconds is sufficient time to permit an object to get foul of his car inside the stopping distance.

Traffic signals, safety stops, track intersections, curves, electric switches, and cross streets are stationary places. While they do not change position, each calls for the same reaction on the part of the operator. Curves and switch points need extra attention during a rain. Sand on the rail, or in the switch, will, sometimes, derail your car. When you cannot see the rail it is necessary to feel your way through. When rails are slippery, they should be sanded for a short distance to attract the attention of your follower. When tracks are properly sanded, slippery rails do not exist. When rails are likely to be slippery (due to atmospheric conditions) increase your road space by increasing your distance or decreasing your speed.

Crosswalks in the middle of the block: Another phase of our business which is not given enough attention by our trainmen in operating their cars—watch your speed.

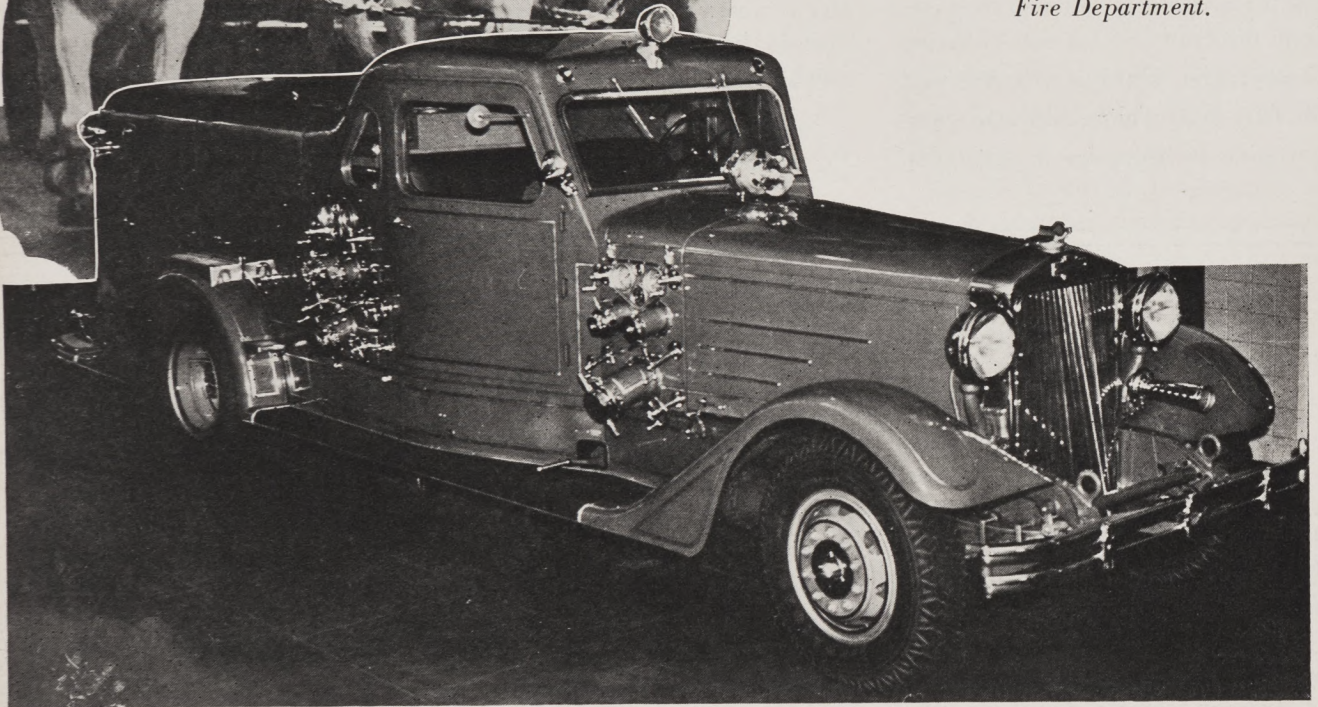
This game becomes a little more difficult this time of the year, so take things philosophically—do the best you can, as that is all the other fellow can do. Do not worry—it is as bad for one as it is for the other, so play the game—figure you are matched against all other people and that they are out trying to put you into a hole, or make you have an accident in their play, and it is up to you to "outplay them." If you get through the day without an accident, you win—if not, you lose. Try again the next day, but try a little harder—use your mind, and profit by your defeat of yesterday—make a study of your "plays" ahead of time—figure you are an expert and that they cannot make you have an accident no matter what sort of a game they might play.

FIRE FIGHTING— THEN AND NOW



Left: Driver Allen and Engine No. 3 on their way behind "Rowdy," "Kruger" and "Bill."

Below: The latest-type pumper recently acquired by the Los Angeles Fire Department.



TO those who can recall the days when horse-drawn fire engines dashed madly down washboard roads, who have witnessed the tragic spectacle of a fire-horse slipping, falling, breaking a leg and being relieved of his hopeless agony by the gun of a reluctant policeman: Or if one can look back to the actual scene of the rescue of a victim trapped in a fiery holocaust, or to the sight of an injured fireman snatched from beneath an avalanche of flaming debris, the history of the Los Angeles Fire

Department stands out as an endless story of heroism in the dramas and tragedies of a major community.

Interwoven in its records is a story of phenomenal development as startling as the growth of the city itself, a story dating back to November, 1869, when the department was first organized. Two fire stations, one at the Plaza, the other at Second and Spring, were erected to protect the lives and property of the 5728 citizens.

Today the Los Angeles Fire Depart-

ment protects the homes of 1,500,000 people. 1766 firemen assigned to 79 stations, including the fire boats and mountain patrols, man the 84 modern fire engines, 61 hose trucks, 24 ladder trucks and 9 salvage trucks under supervision of 22 Battalion Chiefs.

Forty-two Inspectors check constantly the fire hazards in their respective districts, make special inspections and surveys and deliver lectures. Also playing an essential

NEW BOOKS

part in this massive organization are six highly trained rescue companies of five men each who are equipped to work under water and in smoke or gas-filled tunnels and buildings. These men are also equipped with inhalators and are frequently called to revive persons rescued from drowning or other causes of suffocation where no fire is involved.

During the recent Fire Prevention Week, the 51-year-old horse-drawn pumping steamer shown in the picture toured the streets of Los Angeles and through the courtesy of Inspector Hugh Matherly was brought to Division Four and exhibited by Inspectors Ralph McLaughlin and William Arthur.

Prevention needs no cure. In street railway transportation, the efforts of the Trainmen and Safety Bureau are directed toward accident prevention. In the Police Department it is crime prevention and in the Fire Department, fire prevention.

It is our duty to assist these agencies in every possible way so that accidents, crime and destruction by fire will not increase with the growth of our city.

★ ★ ★

Wife: "I wish to select a birthday present for my husband. He doesn't drink, smoke or play cards."

Clerk: "Is he fond of jancy work?"

★ ★ ★

"I say, Jane, isn't it time baby said 'Daddy'?"

"No, John; I've decided not to tell him who you are until he gets stronger."

★ ★ ★

Caller—I'm a bill collector, lady.

Mrs. Newed—Just a moment, and I'll give you the biggest assortment of bills you ever saw.

—Exchange.

★ ★ ★

The following bill was rendered to a customer by a Chinese taxi driver:

Bill for taxi rides:

Ten comes

Ten goes

at 0.50 a went. \$5.00

In compliance with many requests the Library, beginning November 1, will be open from 7:00 p. m. to 9:00 p. m. each Monday.

The following new books have been received in the Library and are now available to employes. Check with the Library on any information you may desire concerning your special interests or pet hobbies:

Report of the Urbanism Committee of the National Resources Committee. June 1937. Up-to-date report on urban transportation problems. Includes elevated, rapid transit, and general considerations.

The Hoover Dam Power and Water Contracts. 1933. Introductory notes by Ray Lyman Wilbur, printed texts of the contracts together with legislation and data with which they are related.

National Power Survey. Federal Power Commission. 1936. Statistics concerning principal electric utility systems in the United States.

The Supreme Court of the United States. Charles Evans Hughes. History of the Court—the Court at work—the Court's achievements.

McRae's Blue Book. 1937-38. A purchasing directory for American industries and American railroads.

Ford Apprentice School. Lesson sheets prepared by instructors in Ford Schools for use in their classes: Shop Theory, Electricity, Chemistry, Physics Course, Metallurgy and Metallography, Shop Trigonometry, Auto Mechanics, Mathematics.

Improving Foremanship. Report of conferences on improving foremanship in Los Angeles Railway Corporation.

Women Workers and Labor Supply. National Industrial Conference

Board. A report analyzing the relation of women workers to the total labor supply.

Notes on the Collection of Transfers. Folupa. "Transfer facts" gathered by the author, whose hobby is transfer collecting.

Harvard Classics. 50 volumes. A cross section of some of the world's best thought from earliest times through the 19th century.

Interior Decoration. Muselwhite. A readable and well illustrated explanation of what to do and what not to do in interior decorating.

Streamline Your Mind. Mursell. How to increase your mental efficiency.

How To Win Friends and Influence People. Dale Carnegie. Just what the title says.

MAGAZINES

Finance: Analyst, Commercial and Financial Chronicle.

Transportation: Bus Transportation, Mass Transportation, Motor Transportation, Railway Age, Transit Journal. Library has bound volumes from 1890-1936, and all current issues.

Business: Business Week, Nation's Business, Southern California Business, Business Digest.

General: Life, Reader's Digest, Time, Survey Graphic.

If you go to the Monday night English class the following might interest you:

Correct English. Magazine of rules and helpful suggestions on how to improve your English.

Correct English. 1937. Josephine Baker. Complete and up-to-date grammar and drill book.

Writing to Sell. Edwin Wildman.

THE CANDID GETS L

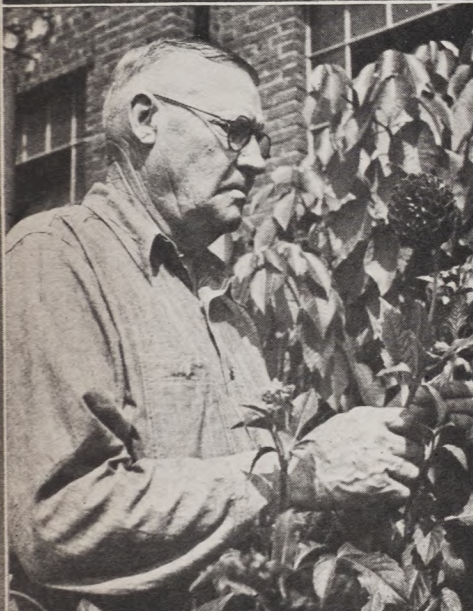
Photos by Ho



Left: The kind of response every story-teller wants! Left: R. Kirkwood. Right: E. Cobb.

Left, below: W. C. Reece (Sub-Station Operator and Gardener —the man who grows those beautiful dahlias).

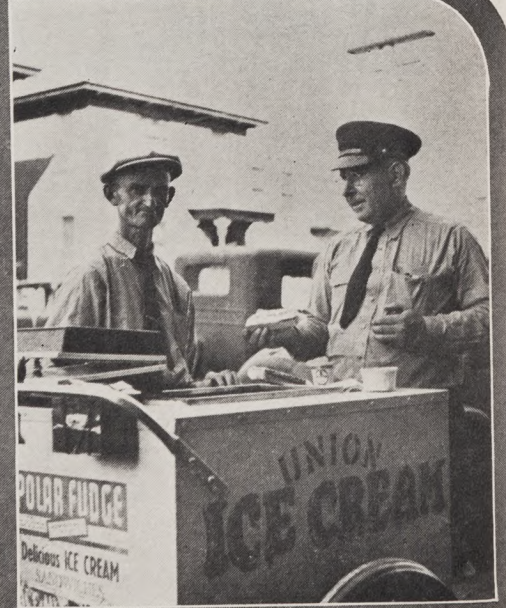
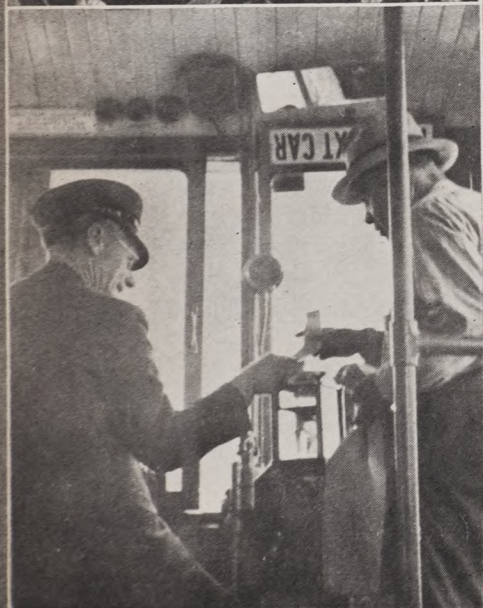
Below: Joe Urban, Foreman Heavy Gang, Electrical Department, looks aloft.



Lower left: Motorman (Div. 3) P. J. Bowlse gets a fare.

Lower center: J. A. Craig (Supervisor No. 1) checking them at Fifth and Hill Streets.

Below: Motorman S. Gannon (Div. 5) "Five cents is a lot of money for that!"



CAMERAMAN

DOOSE

ard L. Jones

Right: P. Bustus (Oiler, Way and Structures) grooming the rails at Fifth and Hill Streets.

Below, right: Paul Tupper, left, and Edward Gregory team up on the job.

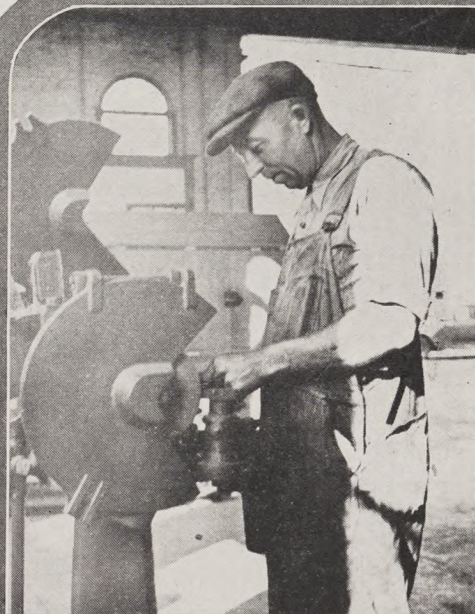
Below: Earl F. Newhard (Mech. Div. 4) sharpening them up.



Lower right: H. J. Burke (Trafficman No. 7) "Could I help you find it, lady?"

Lower center: Lineman R. E. Baker, Heavy Gang, looks down on the world.

Below: O. J. Miller (16th Street Garage) tightens a wheel.



L. A. RAILWAY POST 541 AMERICAN LEGION

By R. H. MANNING, *Adjutant*

Regular meeting was held Tuesday, October 5, with a fine turnout and all Committee Chairmen had very good reports to make.

Comrade Chilcoat was the winner of the door prize—a beautiful throw rug which Chile says will be nice to step out on these cool mornings. Comrade Young and Comrade Jackson who have been on the sick list for some time are improving very nicely but unable to return to work yet. Comrade H. T. Brown of the Mechanical Department had the misfortune to fall from a scaffold while working on his house, sprained his back and left arm.

The membership drive is coming along very nicely, but so many of the comrades that are eligible seem to think that if they join now they would not be in for the Convention, 1938. To all comrades who have that in mind please remember that the Legion year runs from October 1 to October 1.

If you come in now and pay up you will be in good standing during the Convention, September, 1938. So sign up.

Let our slogan be "Every Veteran a Legionnaire in 1938" (E.V.A.L.).

The School Awards will be made by this Post to the boy and girl having the highest average for the awards at the end of the first semester. Berendo Junior High has been chosen as the school we will sponsor and Mr. Shoemaker, the Principal of the School, says that in the near future they will have the opening of their new Auditorium and wants all members of the Post there. As soon as the date is known it will be posted, with awards being made in February.

The Duke says, "Don't forget to tell them about the good hot dogs and coffee that we had after the last meeting." Leo Leasman said, "Gee, I am sorry Joe Finn and Mr. Snyder missed out on those hot dogs."

Next issue will tell you all about



Winners of the contest held as a feature of the Division 3 dance at Moose Hall, September 25, were Mr. and Mrs. C. E. Hazen (Div. 1), above center. Left to right are: C. E. Morgan, Manager of Operations, Jack Williams, the winners, C. J. Watlan, G. F. MacMillan. S. L. Bragg in background.

the program that was put on at San Fernando Hospital.

November 11 is the Veterans' Day, so let's all get off and be in that Parade 100 per cent. Make arrangements with your Foreman to be off that day. After the parade will be that big football game between Loyola and Centenary. The Legion share goes for Disabled Veterans and Child Welfare.

If you don't get your tickets for the Seventeenth District Ball to be held November 10 in Diana Ball Room, Pico and Norton, from your Adjutant you may get them at the door. Jack Raymond says there will be several prizes.

We extend an invitation to all veterans to come up and visit L. A. Railway Post 541. Meeting nights are the First and Third Tuesday of each month in Patriotic Hall.

Next meeting is November 2.

LEGION AUXILIARY

L. A. Railway, Unit 541, American Legion, held its regular meeting on October 15, wherein several new members were added. District

President Betty Lukomsky obligated the candidates. A good time was enjoyed after the meeting, including a celebration for Pauline Chilcoat and Merle Cotterley, both having birthdays in October. Sorry to report Elizabeth Hinson on the sick list. Emma Marquis and husband have returned from a trip to Montana. Let's all plan to be in the Parade on November 11, Armistice Day. Our next regular meeting is November 2, 8:00 p. m.

SQUARE AND COMPASS CLUB

The regular meeting of the Club was held Saturday, October 16, and all enjoyed a real life motion picture put on by the Volunteers of America. This picture, entitled "Befriended," showed the activities of organizations of this type, and those of you who were not present certainly missed out on a very interesting picture. We wish to thank the Volunteers of America for this evening, and double thank Mr. Clinton A. Billig, the narrator. Any club wishing to show these pictures can do so by contacting the Volunteers of America.

WOMEN'S CLUB PLANS CARNIVAL

By MRS. L. B. MEEK
Press Chairman

High Carnival is scheduled for November 6, with the Los Angeles Railway Women's Club promoting what is promised to be a dizzy, mad whirl of gaiety featuring games of chance, crimson lemonade, superlative hot dogs, floor shows, side shows, puppet shows and amazingly gifted fortune tellers!

Everybody is invited—the admission charge is 10 cents with children under 12 being admitted free. Bring your family and friends—be on hand Saturday, November 6, at West Gate Masonic Hall, corner of Pico and New Hampshire (one block west of Vermont). Proceedings start at 4:00 p. m. and continue until midnight.

The Club met October 7, 1937, at 1:15 p. m., at the Friday Morning Club. A large crowd welcomed in song our guest speaker, Mr. Storrs, who gave a short but interesting talk.

We also had the pleasure of hearing Mr. Vierling Kersey, Superintendent of Schools, who spoke on "Vocational Opportunity for Adults." Mr. Kersey is a wonderful speaker and held everyone's interest from beginning to end.

One of our Club members, Mrs. J. S. Peach, brought her daughter, Evelyn Ruth Peach, and her accompanist, Gordon Dauberger, to entertain us. Miss Peach, a young lady with a grand personality, gave us some imitations, a song and some very good readings. Mr. Dauberger played several instrumental numbers.

Miss Peach has had considerable experience as an entertainer on the radio, stage and in private functions—in addition to her singing and impersonations she imitates six musical instruments.



Above: The LARY Women's Club turned out in force for a recent meeting at the Friday Morning Club.

Right: Miss Ruth Peach, daughter of a Club member, who entertained with songs and readings.



Below: Preparing for the big carnival on November 6.



ANTICIPATE

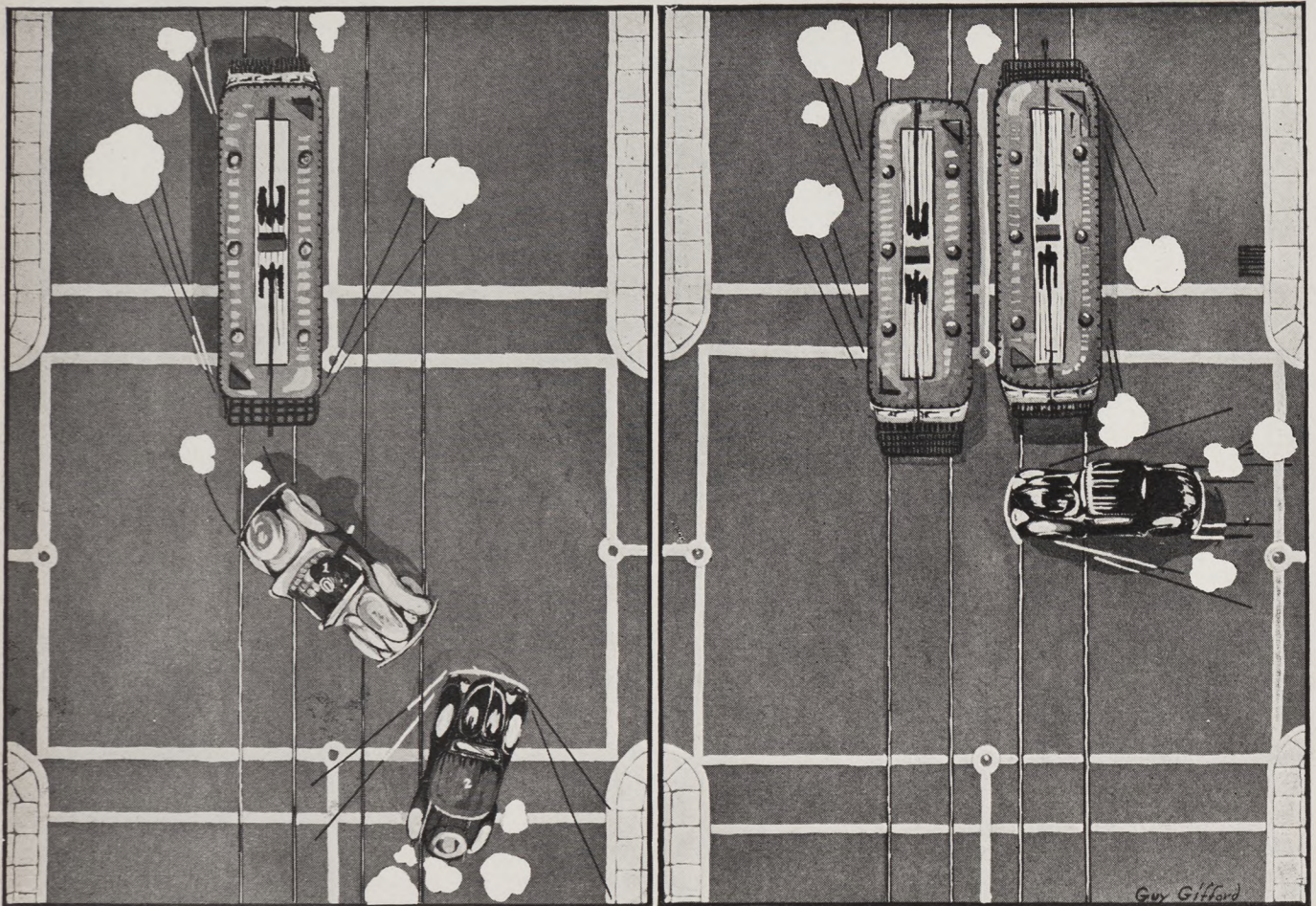


FIGURE 1

FIGURE 2

THE STAGE IS SET FOR AN ACCIDENT—LET YOUR ROLE BE A SAFE ONE

If the Operator in Figure 1 has his car under control and his weather eye peeled, he is prepared for the unexpected action of auto No. 2 in blocking auto No. 1—and so avoids what might be a serious collision with resultant injuries and property damage.

Figure 2 illustrates the dangerous possibilities always present when Operator is passing a "blind spot." When vision is obscured, as in this case, by a streetcar going in the opposite direction, the competent Operator redoubles his vigilance.

These are the first of a series of diagrams illustrating common accident hazards and are applicable equally to streetcar and motor coach operation.

ALL IN A DAY'S WORK

Division 4 Trainman Does A Job of Fiction--We Think You'll Like It

MRS. CALLAHAN had had a bad night. Her rheumatic complaints, combined with much martial discord, were almost too much for one woman to bear amiably. So it was not unnatural that this Monday morning she started to town and work in an unpleasant frame of mind.

Boarding a streetcar she proceeded to get in through the exit instead of the entrance door. This caused several passengers about to alight much annoyance, to say nothing of the Conductor whose business it is to try to get his passengers on and off safely.

The car being crowded, Mrs. Callahan's overly buxom person did nothing to contribute to the tranquillity of the others. And since she was not unlike other women she took full advantage of a feminine trait and consumed an unorthodox amount of time in pawing through the ever present collection of what-have-you's usually found in a woman's purse before she could find a coin with which to pay her fare.

Mrs. Callahan knew the amount of the fare as well as the Conductor, but in her frame of mind could not resist any possible opportunity for argument. "How much money are ye afther wantin'?", she rasped.

"Don't talk so d— much!" was the quick rejoinder. A vague sense of familiarity about the voice that had replied and the hilarious laughter of fellow passengers did not penetrate the mounting rage which swelled in Mrs. Callahan's bosom. With a resounding smack that caused heads to turn in wonderment, Mrs. Callahan's right hand connected with the left side of the unsuspecting Conductor's face. Let it be said here that fifteen years of playing the Irish piano does

lend force to an already sturdy woman's hand. Even a heavyweight champ would have known he had been struck. The Conductor was all but floored by the blow.

Just then Mrs. Callahan heard the voice again. "That's swell, baby! Do it some more!" Shades of an old shillelah! What a man! Consternation suddenly welled into her mind. Could she have slapped the man daft? Had she not been quite so engrossed in herself she might have understood much from the now semi-hysterical laughter and gestures of those around her.

But she promptly informed the slightly recovered Conductor that he was crazy and should be reported for insulting lady passengers. "Nuts to you, lady, nuts to you," came the voice once more, and again Mrs. Callahan was speechless but only for a brief moment.

This time she fairly screamed at the Conductor as she made a wild pass with her powerful right hand. Missing him completely as he ducked, she connected fairly and squarely with the already discolored and rather bulbous proboscis of a besotted individual who only stood erect through support of sheer numbers around him. The poor fellow dropped like a pole-axed steer and thus another entry was required in the Conductor's report to be.

But right here the Spirit of Orderly Routine decided it was high time to intervene. The car had been traveling all this time with no room to hold more passengers had the Motorman stopped to pick them up. Now they approached an important transfer point and the car came to a stop. Several passengers alighted still laugh-

By GEORGE C. ABEL

Division 4

ing and a Company Supervisor got on, wanting to know why the car was running several minutes late.

The Conductor welcomed him like "Manna from Heaven" and grabbing his arm maneuvered him between Mrs. Callahan and himself while he poured out his tale of woe.

"And I tell you," he emphatically declared, "I never said a word to this woman from the time she boarded my car."

"And I tell you he did," interrupted Mrs. Callahan. "He said enough to—." "Just a moment, lady," the Supervisor interjected. "Do you own a parrot?"

Mrs. Callahan thought this was an attempt to evade the issue and so replied belligerently, "And what might it be to you if I do? He's a good bird and minds his own business which is more than I can be sayin' of the likes of ye."

The Supervisor hastily conceded this and quickly added, "There, there lady. That may all be very true, but right now your parrot is perched on top of your hat and the Conductor tells me it has been there since you boarded the car."

Mrs. Callahan proceeded to let out a yell of consternation; the passengers proceeded to continue their howls of laughter; the Supervisor and Conductor proceeded with their daily routine; while the parrot proceeded to another perch and called out, "Nuts to you lady, nuts to you!"

FINAL BASEBALL NOTES

By C. J. KNITTLE

THE last hit has been made. The last run has been scored, and the LARY Nines have retired for the long winter months.

In summarizing the games of the twenty-eight weeks season in which Vernon's seventeen wins and only one defeat brings to them a well earned Championship Trophy, it is only fair to add that the lost game was played four weeks after Vernon had clinched the pennant.

An amusing feature of the season was the eagerness of the teams to play Vernon, to be the first to whip them. In many cases extra practices were held by teams who were to play Vernon the coming Sunday and in a few instances these teams came very near to realizing their "big moment" or, rather, the thrill of defeating a team of top-notchers.

Divisions Four and Five, it may be said, played well together and gave the Vernon lads some excellent competition. In fact, Division Five tied one game with Vernon and on September 19, the Division Four boys defeated the Champions 8 to 7.

Divisions Three and One were also well matched and many of their games with the other teams were not won nor lost till the last few minutes of play.

Regarding the Coach team, much can be said about the individual competitive effort of the players, but the trouble seemed to be a lack of proper mobilization. The Coach, however, played a fair season, winning three games and losing several after holding a good lead for the first five or six innings.

Final League standings and averages follow:



A brilliant little banquet was given the Division Four Baseball Team on October 16 at the home of Mr. and Mrs. John Kuhle, ardent supporters who, in mid-season promised the boys a feast of turkey if they licked the undefeated Vernon Yard Team.

On September 19, the teams met. The Division Four lads were in their finest form and the Kuhles were there to scream them to victory.

What a fine game it was! Division Four won, of course. The score was 8-7. Front end: Superintendent W. H. Snyder. Left side, front to rear: Superintendent of Transportation L. L. Wimberly, Steve Cooper, Johnnie Lipscomb, W. S. Vance, Pat Stevers, A. C. Waggoner, Foreman B. B. Boyd. End: Superintendent (Div. 3) George Ferguson. Right side, front to rear: H. Andrews, W. W. Vance, W. J. Curry, C. J. Knittle, Billy Vejar, "Red" Hipes, C. E. Cosner.

FINAL LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard . . .	17	1	.952
Division Four . . .	11	7	.616
Division Five . . .	10	8	.560
Division Three . . .	8	11	.424
Division One . . .	6	12	.336
Coach	3	16	.159

One tie game between Division Five and Vernon Yard is not listed.

TEAM BATTING AVERAGES

	G	AB	R	H	HR	E	Pct.
Ver.Yd. 19	713	221	235	9	54		.330
Div. 4....17	639	178	199	11	94		.311
Div. 3....17	657	161	189	3	91		.288
Div. 1....18	622	150	169	4	102		.272
Coach . . .17	602	124	158	6	127		.262
Div. 5....18	658	128	158	5	83		.240

Andrews of Division Four is credited with six home runs and G. Manriquez of Vernon made five.

INDIVIDUAL BATTING

	G	AB	R	H	Pct.
Carpio, Vernon . .	15	71	23	34	.479
Carrillo, Vernon . .	19	83	34	35	.422
W. S. Vance, Div. 4	17	70	21	20	.414
Meek, Div. 3 . . .	11	37	8	15	.405
Pilgrim, Coach . .	14	58	21	23	.397
Lipscomb, Div. . .	4	17	76	25	.395
Rodreguez, Vernon	8	29	13	11	.379
G. Manriquez, Ver.	20	96	31	35	.365
J. Saiza, Vernon .	17	63	23	23	.365
Waggoner, Div. 4	17	70	23	25	.357
Bartlett, Div. 5 . .	9	28	7	10	.357
V. Saiza, Vernon .	7	14	5	5	.357
Brohman, Div. 3 .	17	68	20	24	.353
Butler, Div. 1 . .	18	71	15	25	.352
Stevens, Div. 4 . .	14	57	14	20	.351
Cranston, Div. 5 . .	16	60	15	21	.350
Seale, Div. 5 . . .	8	38	12	13	.342
Andrews, Div. 4 . .	17	72	21	24	.333
Means, Div. 1 . . .	16	49	22	16	.327

IT'S OVER FOR 1937



Above: Rodriguez comes home on Miranda's double. Catcher Cranston of Division 5 is set to receive ball relayed from left field. (Note ball in flight.)



Above: Bartlett of Division 5 singles to score Tex Brown from second. Brown (at extreme left) has just rounded third.



Circle: Nacho Carpio of the Vernon Yard Champions shows the stance that won him the title of highest consistent hitter of the League. The catcher is Cranston of Division 5.

Above: Champions In Farewell March from Ball Park (left to right): Gene Rodriguez cf, Joe Miranda rf, George Manriquez lf, Nacho Carpio 3b, V. Saizo c, Johnnie Harris. Mgr., M. Saiza (utility), Max Carrillo ss, Louis Peralta p, Johnnie Mendez 1b, and Sal Manriquez, 2b.

W. Smith, Div. 5 . . .	16	62	13	20	.323
Barnett, Div. 3 . . .	16	57	19	18	.316
Hedrick, Div. 1 . . .	17	67	16	21	.314
Chase, Coach . . .	14	48	7	15	.313
O'Neill, Div. 1 . . .	12	48	13	15	.313
Schmidt, Div. 3 . . .	16	75	15	23	.307
Peralta, Vernon . . .	10	39	6	12	.305
Lupton, Coach . . .	16	56	12	17	.304
Ferguson, Div. 1 . . .	13	43	14	13	.302
Hancock, Div. 3 . . .	8	10	3	3	.300
Stoner, Coach . . .	14	57	11	17	.298
Curry, Div. 4 . . .	15	58	15	17	.293
Woodward, Div. 3 . . .	18	65	11	19	.292
Hipes, Div. 4 . . .	15	59	22	17	.288
Wiedman, Coach . . .	9	39	9	11	.282
W. W. Vance, Div. 4 . . .	16	57	13	16	.281
Sears, Div. 1 . . .	18	82	16	23	.280
Miranda, Vernon . . .	19	76	21	21	.276
Triboulet, Div. 3 . . .	16	67	14	18	.269
Mendez, Vernon . . .	17	66	16	17	.258
Quihuis, Vernon . . .	16	62	17	16	.258
Cosgrove, Div. 3 . . .	14	51	16	13	.255
Brown, Div. 5 . . .	17	72	19	18	.250
McCarter, Div. 3 . . .	14	40	6	10	.250
Coper, Coach . . .	16	65	9	16	.246
M. Saiza, Vernon . . .	11	37	10	9	.243
S. Manriquez, Ver. . . .	19	66	24	16	.242
Landreth, Div. 5 . . .	18	62	12	15	.242
Shannon, Div. 3 . . .	15	46	10	11	.239
Burns, Coach . . .	15	44	6	10	.227
Bell, Div. 1 . . .	18	71	14	16	.225
Misko, Div. 5 . . .	15	42	4	9	.214
Huntoon, Div. 5 . . .	18	67	12	14	.209
Green, Div. 1 . . .	14	53	13	11	.208
Martin, Coach . . .	14	49	11	10	.204
Ullrich, Div. 5 . . .	15	43	8	8	.186
Beale, Div. 5 . . .	12	31	2	5	.161
Cosner, Div. 4 . . .	11	35	7	5	.143
Carter, Div. 4 . . .	7	28	6	4	.143
Martin, Div. 3 . . .	14	29	8	4	.138

L. W. FRY, Official Scorekeeper

SOFTBALL SEASON GETS UNDER WAY

By CHARLES H. HARDY

The LARY Softball League got under way at the newly-lighted Vernon Yard diamond on October 13 with ten teams entered. The ten teams were divided into two leagues in order to complete a twice-around schedule before the cold weather hampered further playing. The winning team of each league will play off in a three game series on November 22, 23 and 24. League games are played every Monday, Tuesday, Wednesday and Friday evenings—first game starting at 7:00 p.m., and the second game no

later than 8:45 p. m. The league originally started on October 11 with six teams, but due to the request of four more teams desiring to enter, the schedule was revised to include them—the first week's games not counting in the league standing. Great enthusiasm and clean sportsmanship have been shown, and much credit for the success so far is due Ed Lentz of the Garage for his untiring efforts.

Come out and enjoy an evening and give your boys support. The complete schedule can be found in this issue of TWO BELLS and the final standing of the teams will be published in the December issue along with the names and average of the ten best hitters in the Leagues.

Teams in the National League are 16th Street Motor Coach, Main Office, Electricians, 16th Street Garage and the South Park Shops; in the American League the Wilshire Operators, Vernon Yard, Division 4 Operators, Garage Wash Rack and South Park Shops.

NEW LIGHTING

Resplendent in its new setup of 1500 watt lights, the LARY Softball Diamond is attracting enthusiastic players and spectators alike. Recently erected by the Engineering Department, 18 of these giant lights provide illumination as effective as that rendered by Old Sol.

Comparable with the lighting of any softball diamond in Southern California, this night-time arrangement consists of six 50-foot poles placed at strategic points behind home plate and ranging toward and behind first and third bases. As the diamond occupies a portion of the baseball field, it was impossible to place lights back of center field, but players are provided ample light under the existing installation.

This addition to the baseball field cost approximately \$2,000 and may be operated at a cost of only 27 cents an hour.

REVISED SCHEDULE FOR L. A. RAILWAY SOFTBALL LEAGUE

NATIONAL LEAGUE:

1. Motor Coach			
5. Office			
6. Garage			
7. Electricians			
10. South Park Stores			
AMERICAN LEAGUE:			
2. Wilshire			
3. South Park Shops			
4. Wash Rack, 16th Street			
8. Division 4			
9. Vernon Yards.			
Oct. 18—7:00—	5 vs 6	8:30—	2 vs 3
19—7:00—	8 vs 9	8:30—	7 vs 10
20—7:00—	4 vs 3	8:30—	6 vs 1
22—7:00—	10 vs 5	8:30—	2 vs 9
25—7:00—	8 vs 4	8:30—	1 vs 7
26—7:00—	6 vs 10	8:30—	9 vs 3
27—7:00—	5 vs 7	8:30—	2 vs 4
29—7:00—	8 vs 3	8:30—	1 vs 10
Nov. 1—7:00—	6 vs 7	8:30—	8 vs 2
2—7:00—	9 vs 4	8:30—	1 vs 5
3—7:00—	7 vs 6	8:30—	3 vs 2
5—7:00—	9 vs 8	8:30—	10 vs 1
8—7:00—	6 vs 5	8:30—	4 vs 8
9—7:00—	10 vs 7	8:30—	9 vs 2
10—7:00—	3 vs 4	8:30—	1 vs 6
12—7:00—	7 vs 5	8:30—	2 vs 8
15—7:00—	3 vs 9	8:30—	5 vs 1
16—7:00—	10 vs 6	8:30—	4 vs 2
17—7:00—	3 vs 8	8:30—	7 vs 1
19—7:00—	5 vs 10	8:30—	4 vs 9

PLAY OFF

Mon., Nov. 22—National vs American, 7:00
Tues., Nov. 23—American vs National, 7:00
Wed., Nov. 24—Toss, 7:00.

RULES

1. Any employe is eligible to play.
2. Player must be employed in the department he represents unless the department is unable to secure sufficient number of players to form a team, in which case players may be secured from one of the other departments.
3. No player will be permitted to play with more than one team during league schedule. Penalty for such an offense shall be "forfeit of game."
4. No player shall be permitted to change teams after first league game is played. Player so doing shall be barred from all league games.
5. Time limit of first game to be 8:45 p.m.
6. All protests to be forwarded to League Manager. He and two selected team Managers shall act as Judges. Their findings shall be final.
7. Each team shall be required to furnish one suitable ball for each game.
8. Team being unable to play regular scheduled games, the Manager shall be required to notify opposing Manager one day in advance and arrange for a suitable time.

IN THE SOFTBALL SPOTLIGHT



TOP PHOTOS

16th Street Motor Coach: Standing, left to right: W. K. Hayes, I. Weidl, B. H. Smith, R. J. Corbett, R. C. Tagney, H. R. Burns. Sitting, left to right: F. L. Shafer, F. G. Ballinger, M. A. Chamberlain, Mgr., L. A. Kelley, J. T. Colburn. Main Office: Left to right, sitting: Walter Whiteside, Clarence Fischer, Bob Stykes, Fred Mellentin, George Whiteside. Left to right, standing: John Bean, Henry Miller, Howard Taylor, Mgr., Harold Petrie, Geo. Goehler, Edgar Ramsey.

LOWER PHOTOS

Wilshire Operators: Standing, left to right: W. W. Chase, J. E. Long, R. Crownover, W. Gould, C. R. Pierce. Sitting, left to right: E. L. Welch, A. Konkle, L. W. Davis, John Sherwood. Front, left to right: R. Cunningham, G. B. Dossey, Mgr. Garage Wash Rack: Standing, left to right: S. Campbell, F. Hill, W. Roberts, H. Porter, W. Moody, C. Smith. Sitting, left to right: H. Veil, H. Pree, M. Jones, M. Salisbury, N. Winston. Kneeling, left to right: A. Young, O. Knox.

BASKETBALL

By C. J. KNITTLE

BOOTH teams are set for the start. . . Centers crouch for a leap at the referee's toss. . . A whistle shrieks. . . The King Bigger of indoor sports is back again!

With nothing more than the date (November 5), the hour (8:00 p. m.) and a blast of the timekeeper's whistle holding them, the eight teams of Lary hoopsters are rarin' to start their fourteen weeks season of greater basketball.

A glittering prize, the Los Angeles Railway Basketball Trophy, is at stake. The Division Five Champions of last season will play furiously to retain it. The seven other teams will wager their utmost strength, courage, alertness and skill to win it.

Come out and root for your favorite team. Everyone realizes the value of good fan support toward keeping up the spirit of a team and helping the players give their best.

Here is the complete schedule to cut out and slip into your card case. Each team is going to play desperately for an early lead in the standings. Let's give them a good send-off at the opening games:

L. A. RAILWAY EMPLOYEES
INDUSTRIAL BASKETBALL LEAGUE
Schedule of Games for 1937-1938 Season
All games to be played at Lincoln High

School, 3625 North Broadway
All games to be played on Friday nights only

1. LARY Division 1
W. G. Lloyd . . . PR. 7211 Sta. 346
 2. LARY Div. 3
C. W. Morris . . . PR. 7211 Sta. 348
 3. LARY Div. 4
C. Boyer PR. 7211 Sta. 349
 4. LARY Div. 5
D. D. McClurg . . PR. 7211 Sta. 350
 5. 16th Street Coach
G. O. Leslie . . . PR. 7211 Sta. 312
 6. LARY Vernon Yards
C. Thompson . . . PR. 7211 Sta. 226
 7. L. A. Motor Coach Co.
U. T. Strong . . . PR. 7211 Sta. 312
 8. LARY South Park Shops
W. Whitaker . . . PR. 7211 Sta. 332
- No games played Thanksgiving week, Nov. 26, and the holiday period from Dec. 17, 1937 to Jan. 7, 1938.

Nov. 5, 1937—Jan. 14, 1938

	<i>Court</i>	<i>Time</i>
Div. 1 vs Div. 4.....	1	8 p.m.
Div. 3 vs South Park Shops.....	2	8 p.m.
Div. 5 vs Vernon Yards.....	1	9 p.m.
16th St. Coach vs L.A.M.C.....	2	9 p.m.
Nov. 12, 1937—Jan. 21, 1938		
Div. 1 vs South Park Shops.....	1	8 p.m.
L.A.M.C. vs Vernon Yards.....	2	8 p.m.
Div. 5 vs 16th St. Coach.....	1	9 p.m.
Div. 4 vs Div. 3.....	2	9 p.m.
Nov. 19, 1937—Jan. 28, 1938		
Vernon Yards vs Div. 1.....	1	8 p.m.
South Park Shops vs Div. 4.....	2	8 p.m.
Div. 3 vs 16th St. Coach.....	1	9 p.m.
Div. 5 vs L.A.M.C.....	2	9 p.m.
Dec. 3, 1937—Feb. 4, 1938		
Div. 4 vs Vernon Yards.....	1	8 p.m.
L.A.M.C. vs Div. 3.....	2	8 p.m.

Div. 1 vs Div. 5.....	1	9 p.m.
So. Park Shops vs 16th St. Coach	2	9 p.m.
Dec. 10, 1937—Feb. 11, 1938		
Div. 3 vs Div. 1.....	1	8 p.m.
Vernon Yards vs 16th St. Coach..	2	8 p.m.
Div. 5 vs Div. 4.....	1	9 p.m.
L.A.M.C. vs So. Park Shops.....	2	9 p.m.
Dec. 17, 1937—Feb. 18, 1938		
So. Park Shops vs Vernon Yards	1	8 p.m.
L.A.M.C. vs Div. 1.....	2	8 p.m.
Div. 4 vs 16th St. Coach.....	1	9 p.m.
Div. 5 vs Div. 3.....	2	9 p.m.
Jan. 7, 1938—Feb. 25, 1938		
16th St. Coach vs Div. 1.....	1	8 p.m.
Div. 4 vs L.A.M.C.....	2	8 p.m.
So. Park Shops vs Div. 5.....	1	9 p.m.
Vernon Yards vs Div. 3.....	2	9 p.m.

Play-off dates—if necessary—March 4 and March 11, 1938.

League Officers: H. W. Gilmore, President, res. phone CA. 3903. C. C. Jones, Official Scorekeeper, UN. 4246. D. D. McClurg, Secretary, VE. 1050.

Note: Actual playing time of each game, 32 minutes. Rest period between quarters, 2 minutes. Time out between halves, 7 minutes. Total time of games, 43 minutes.

BOWLING

By CHAS. H. HARDY

The bowling season has opened up and the LARY team has blossomed out in nice new white shirts. So far the team has won two games and lost two. We expect them to make the same splendid showing of previous seasons. The team is made up of the following men: E. Fleming, H. Hinze, T. Jeffery, H. Petrie and D. Rishel.

Come out and root for your team at the Broadway Alleys, 8604 South Broadway, every Monday evening at nine o'clock.

DIVISION 5 ACCIDENT RECORD BEST IN AUGUST, SEPTEMBER

ACCIDENTS PER 10,000 CAR MILES

SEPTEMBER 1937

SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 MILES RUN (EACH X REPRESENTS ONE ACCIDENT)

DIVISION NO. 5	XXXXX	4-3
DIVISION NO. 1	XXXXXX	5-4
DIVISION NO. 3	XXXXXX	5-7
DIVISION NO. 4	XXXXXX	6-8

NOTE: THE AREAS SHOWN INDICATE THE INCREASE OVER AUGUST 1937

ACCIDENTS PER 10,000 CAR MILES

AUGUST 1937

SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 MILES RUN (EACH X REPRESENTS ONE ACCIDENT)

DIVISION NO. 5	XXXXX	4-2
DIVISION NO. 1	XXXXXX	5-2
DIVISION NO. 3	XXXXXX	5-6
DIVISION NO. 4	XXXXXX	5-9

NOTE: THE AREAS SHOWN INDICATE THE INCREASE OVER JULY 1937

REVOLVER CLUB NEWS

By L. F. SPARKS, *Secretary*

The Centinela Springs Revolver Association is sponsoring a Junior rifle section for boys and girls from fourteen to nineteen. There are twenty or so medals and bars furnished by the National Rifle Association that may be won by Junior shooters. Information may be had at the Range.

We are installing a plinker target at the range for those who like to shoot at tin cans, knotholes and bottles. This target is for .22 caliber guns only and if it proves a success we will install one for heavier calibers later.

Under a new ruling of the N.R.A. it is possible to get ratings in Marksman, Sharpshooter and Expert class with the .22, centerfire and service pistol. All-Around Expert, Distinguished Expert and many rating bars may also be won at our range, as well as local medals and rating bars.

J. C. Brewer won the Railway Championship for August with a .38 caliber revolver over the Camp Perry Course with 98 for slow fire, 95 for timed fire and 91 for rapid fire; total 284. A total of 280 also won him the Railway Championship Medal for the month of September. Brewer is an Operator from 16th Street Coach Division.

One medal is given each month to the employe who makes the highest score for the month. There is no limit to the number of times you may try. Remember, Mr. and Mrs. Railway Employe, if you are interested and want to try for this medal, go to the range in Centinela Park and get a copy of the rules from the Rangemaster and go to it. Who knows but YOU may be the winner. The employe who makes the highest score for 1937 will win the L. A. Railway Trophy and if won three times he will be allowed to keep it permanently.

The Van Gelder Trophy Shoot will start on the fourteenth of November and will last a year. The LARY team will be composed of Team Captain Denton Garner, J. C. Brewer, J. R. Herring, J. T. Dennis; R. J. Macmillan and J. W. Allen alternate. These men will have to shoot as a solid team for one year.

J. T. Denis of South Park Shops has been promoted from Sharpshooter to Expert with a score of 268. Mr. Denis also won his Silver Percentage Bar on the slow fire course with a rating of 86 per cent.

August 29 was a red letter day for the Silver Bullet Team, when a four team match was won by a score of one. Silver Bullets scored 1051, Inglewood Citizens 1050; Civil Service, 985 and Los Angeles Civilians 996. Denny Garner was high man for our team with a score of 266.

Our first Annual Matches are in progress and results will be published in the next issue of TWO BELLS. Our second Annual Turkey Shoot will be held on November 19, 20 and 21. Come out and win yourself a turkey. Everyone will have a chance, beginners as well as experts.

So many requests have come in for information about organized revolver shooting that the following has been written in the hope that all may gain a fair idea as to our purposes:

"My name is Organized Revolver Shooting. My purpose in life is to provide a way for those who like to shoot or who would like to learn. 'how do I do this,' you ask? From long years of experience I have found that all red-blooded Americans, men and women alike, love firearms. A gun on display anywhere will prove this point. Many people have the wrong idea in regards to guns because they do not understand them. Here is where I come in. I tell you

which guns and ammunition are safe and which are not. This information is based on actual tests made over a period of years by the best firearms experts in the country. Then I teach you how to handle these guns so that they will be safe in your hands; not only to yourself but to those about you. My students do not have accidents at home, on the range or in the field while hunting. They know how to carry and how to use them. If, for no other reason all gun owners should become my students that they, too, may learn the safe way. I make it possible for you to become a fair revolver or pistol shot in a very short time. I do this by teaching you how to stand, breathe, hold, sight and squeeze. I teach you how to enjoy your shooting as a sport by placing you in competition with others. I teach you how to win and how to lose in a sportsmanlike way. I make it possible for you to get National Ratings so that in the years to come you will have proof of your ability as you spin your yarns for all to hear. I am not commercialized; not bought and paid for as are most of the other sports. You do not have to pay to watch this game and may take a part in it for yourself. I am here to serve YOU, Mr. and Mrs. Shooter. Come and see me and bring your questions and your problems. My parents are known as the National Rifle Association while I am known as the Centinela Springs Revolver Association. My address is in Centinela Park, Inglewood, and I am home on the second and fourth Sundays of every month."

Our Association has the most active program and is one of the best ranges we know of. The dues are \$2.00 a year and if you are at all interested in shooting hand guns it will pay you to attend a meeting or two. Our meetings are held on the third Monday each month in the City Hall, Inglewood.

Around the Divisions . . .



Division Four

C. J. KNITTLE

The annual Community Chest Drive is on and it is the hope of our Division Superintendent, Mr. Snyder, that as in former years this Division will go "over the top."

The very fact that more than 400,000 people distressed by poverty, of which 70 per cent are children, will receive full benefit of Community Chest subscriptions should be reason enough for all of us to open our hearts and give willingly, freely. In other words, "Be a Good Neighbor."

A very successful hunting and fishing trip was enjoyed by Operator D. E. Blevins, Conductor F. M. Campbell and two brothers for nineteen days, returning home September 30.

The party, equipped with two cars and a Halsco land yacht trailer, made their first camp at Bray in Siskiyou County near Mt. Shasta. In eight days five bucks were killed. Conductor Campbell shot the two largest, weighing about 225 pounds each.

From there the party proceeded to Quigley's Store on the Klamath River near Medford, Oregon, where an abundance of steelhead trout were caught. The men had all they could consume, gave away many and brought back eleven weighing from three and one-half to five and one-half pounds.

From the appearance of the deer the men were evidently good marksman. Each buck was brought down with one shot, falling where it was hit with the exception of one which ran about fifty yards.

Conductor H. G. Morganthall and wife spent their thirty days vacation camping at the South Fork of the Kern River where H. G. downed a

Here's evidence that Operators (Div. 4) Campbell and Blevins can back up their fishing and hunting tales.

Story in first column at left.



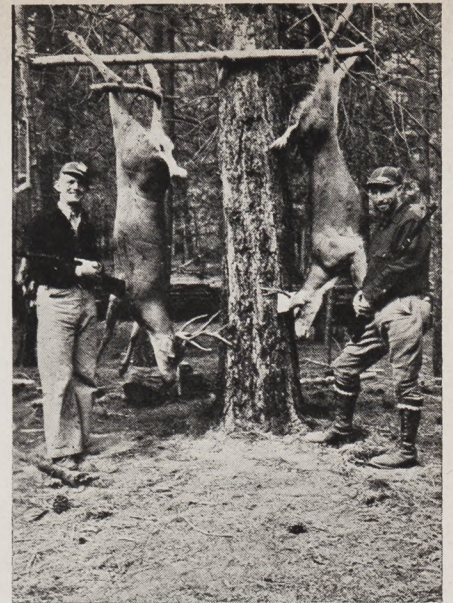
five-point buck weighing 175 pounds, dressed and hooked approximately 150 trout of the Rainbow and Lockhaven varieties.

Motorman A. J. Lange will have no story to tell of a trip in his new, six wheel, eight cylinder Pontiac. He is going to stick around and play the races.

The risk of wearing finger rings on the job was demonstrated October 7 when Motorman J. T. Kaser, in dropping a 3 car fender, caught his ring in some manner and seriously lacerated the finger.

Conductor H. P. Friburger was the winner of the Toastmaster with glass plates and tray which was chanced off by the ball team.

A group of Division Three tripper crews found themselves confined at this Division one afternoon recently when trouble in a northend sub-station necessitated holding in the Line "W" trippers. The crews had to wait



about four hours to take their cars to Division Three.

This time of year we may expect quick changes in the weather. Superintendent Snyder urges his men to be on the alert for sudden rainy periods so that accidents will not increase with the added responsibility that comes with slippery rails.

A. J. Bowen, Uniform Inspector, left on his regular two weeks vacation October 9.

The following trainmen took vacations in October: Motorman R. D. Smith, sixty days to home in Texas; Operator E. G. Humburger, thirty-one days to home in Philadelphia; Motorman R. F. Abel, forty-two days to visit mother in Arizona; Motorman L. M. Moore, seventeen days rest; Operator H. Berry, twenty days to Missouri; Motorman W. J. Templeton, seventeen days rest; Conductor A. B. Chambers, forty-nine days to visit in Louisiana and Tennessee; Motorman C. T. Boswell, twenty-one days to Oklahoma City on account of death in family; Conductor A. S. McFarland, forty-two days to visit in Texas; Motorman J. R. Howard, forty-five days to visit parents in Kansas City, Missouri.



Division One

C. J. BAYLOR

Motorman R. B. Burnett, who was vacationing in Oklahoma, had an accident with an automobile and broke his arm. It has been rumored that the only way that a person could break his arm was to try to crank a well known model T. Sounds kinda funny—eh, what!

G. L. Stoddard, Operator Deluxe, spent ten days visiting Fresno, California.

Operator F. R. Hurley and Mrs. Hurley spent several days visiting San Francisco, California.

L. M. Heft is taking thirty days off to just roam around the country and take in all of the sights.

The many friends of Arthur S. Jarvis, Day Towerman at Ninth and Main Streets, offer their deepest sympathy to Mrs. Jarvis in her recent bereavement.

An oldtimer is one who can remember when Charley Farrah, afternoon Clerk, worked the old Cummings Street Shuttle Line.



Freddie, six months old son of Conductor (Div. 1) and Mrs. F. W. Happel.



Shops

F. ARLEIGH FRAZIER

Trent Wells has just purchased a 1930 Dodge Sedan and he says he's sure glad to get away from old worn-out cars.

Art Perez has a new Chevrolet. That is, it is new to him.

Bill Thun says he will try to do a little better in keeping the baseball pool next year.

John Mathis bought some 5 for a dime razor blades for 25 cents, and now he can shave that neck he has been neglecting for sometime.

G. Strickland should take along a strainer when he eats chicken to keep invisible bones from lodging in his throat.

Griff has been giving us the ball games and music occasionally at noon over his public address system. We hope he continues the good work.

Ralph Sloan had a nice trip to San Francisco and he says the Bay bridges are marvelous.

Harry Smith advises you to leave early in the summer to see the Bridges as all he saw on his trip was fog.

L. D. Richardson will be gone a month visiting his folks in Texas.

M. Bradley, in starting his weather prophesies this year, was presented with an official badge. His first guess was wrong so R. E. Smith took the badge away from him and now no one is taking care of the job.

E. King's wife wanted Warren Brown to borrow a trailer for her to take her chickens to the County Fair and to tell who ever he borrowed it from that they were loaning it to her and not E. King (now just who is boss?).

Al Dillenger was seriously injured by an automobile while crossing the street and is confined to the California Hospital.



Vernon Yard

H. I. SCHAUBERT

Fred Barnes took an 11,000 mile tour on his ninety day leave, covering all points of interest east of California. Even made the trip to Ontario and paid a visit to the "Quints." Nearly went broke buying Hudson Bay blankets. Anticipate another cold spell this winter, Fred?

Fred Ellermeir, Yard Watchman, has recovered and returned to work. He would have had company while in the hospital if "Red" Stevens had remembered Fred's last name.

Joe Saiza, star Vernon Yard pitcher, is on crutches again. This time suffering from a crushed toe received while piling ties in the Yard.

Joe McClusky treated our championship ball team to a turkey dinner as a reward for keeping the pennant in the Yard for another year.

Charlie Kincaid was forced to cut his vacation trip short and return home when taken sick at Eureka.

Jake Zuber writes from his hunting lodge near Chester, California, reporting complete success on a recent trip. He bagged a three pointer.

Charlie Harwood has nicely recovered from his broken shoulder and returned to work.

All praise to Manager Jack Harris and his Vernon Yard Championship ball team. They had a lot of fun and clearly demonstrated their ability to hold their own under stiff competition.

Manager Caryl Thompson has started drill for the coming basketball season and the outlook is very bright for the boys. Shorthanded again this year, but determination to have a winning combination is overcoming lack of man-power. Just a little support in the gallery should put the team over. Why not give them some moral support this year by coming out occasionally? Empty seats never spur a team to its best efforts.



Division Three

L. VOLNER

On October 2 quite a number of our men, accompanied by their wives and chaperoned by Superintendent Ferguson, made their last trip for this season to Camp Seeley. This mountain resort is a popular place with our boys, and on each of these outings a grand time is enjoyed by all.

In order to get closer to his work Motorman and Mrs. J. Naggie have moved to the 2600 block on North Figueroa Street.

While on the ground to replace his trolley at First and Broadway, an automobile ran into the rear of the streetcar badly injuring Operator R. F. Webber. As this is written Mr. Webber is still in the hospital suffering from a broken leg and internal injuries.

After many years service as a Motorman, A. E. Tuffing has been placed on the Special Roll. Mr. Tuffing has a little chicken ranch near Riverside. While Mr. Tuffing was a motorman he would spend two days of each week on the ranch, the rest of the time Mrs. Tuffing looked after things. Now she will be relieved of many of her duties and Friend Husband expects to find much pleasure in performing same. Best regards from the entire Division.

That popular Flagman, stationed at the Union Pacific crossing on San Fernando Road, is on the sick list. We all hope Mr. Brannick will soon be ready for duty again.

For the next several weeks Motorman and Mrs. O. G. Terrell will visit relatives in Kansas City, Missouri.

Conductor C. W. Morris and wife are enjoying a visit with relatives in Oakland, California.

Motorman H. A. Sharp, accompanied by a friend, made a hunting trip

to Northern California recently and returned with two mammoth deer as a result of their excursion. Many of the boys enjoyed juicy venison steaks for several days.

The first part of the month Motorman A. Pfeiffer visited friends in San Francisco.

Motorman O. W. Standifer and wife will visit relatives in Texas for the next several weeks.

Conductor C. E. Dunlop is back on the job after spending a vacation in San Diego and a few days at his favorite resort, Gilman Hot Springs.

Motorman W. O. Wolf of Division 3 enroute to Denver, Colorado, just had to "get behind the wheel."



BANDIT VICTIM

Conductor C. W. Morris had the thrill of his life a few weeks ago, which also incapacitated him from performing his regular duties for several days. While en route to Division Four early in the evening to attend a meeting of the Basketball League, as he stopped at Fifth and Figueroa for the traffic signal two men stepped up alongside of his car. One of them covered him with a gun and ordered him to move over, both getting into the driver's seat with Morris.

After they had driven several blocks Morris, still covered with the weapon, was ordered to get back into the rumble seat and lie down. The rumble seat was then covered. After driving until about three in the morning, he was ordered out of the machine and, as he straightened up one of them felled him with a blow to the head. They then drove away. After recovering from the shock of the assault, and not knowing his whereabouts, he followed a car line which was nearby and finally arrived in the City of San Fernando. Getting into communication with officers, he made his report and was later brought back to his home by some men from this Division. It was learned later that these men participated in three hold-ups during the time that Mr. Morris was incarcerated in the rumble seat. His car was finally recovered in the vicinity of Van Nuys.



Getting in his reading is Donald, son of Operator (Div. 3) and Mrs. A. J. Hancock.



Above: Donna Dell Holtzwardt, granddaughter of Motorman and Mrs. R. P. Fraser.

EXCLUSIVE IN THIS MAGAZINE!

THE FIRST OF A SERIES OF
GLIMPSES INTO THE DAILY
LIVES OF EMINENT ANGELENOS



ELECTRICAL



WALTER WHITESIDE

C. G. Hunter is touring the Middle West and also seeing how they live in Florida. He intended making the trip before this but his plans ran amuck when he was injured in an auto accident.

We understand that the rosiness of the girls' cheeks in the Line Depart-

ment is caused by the vitamins from Pomegranates received every day from Jack Morgan.

Joe Urban represented Manchester Lodge at the meeting of the Grand Lodge in San Francisco. Joe is Master this year.

Heinie Messner spent two weeks tramping through the wilds and didn't even see a deer. In fact, Heinie goes hunting so often and never has any luck that should he ever bag a deer no one would believe him.

F. U. Allfie spent two days deer hunting with no shots fired. He says he was so tired from tramping through the underbrush that he could hardly move for a week after.

The Electrical Construction "out-lawed" soft-ball team wishes to issue a challenge to any team and particularly to any team playing in the "error league."

The sympathy of the Department is extended to Frank Main on the passing of his grandson.



16th Street Coach

CHARLES H. HARDY

B. R. Hobbis walked away with most of the prizes for bantam poultry with his exhibit at the County Fair at Pomona recently. In the Black Breasted Modern Game Bantams he had the first and second prize pullets, the third and fourth prize hens and the second prize trio pens. In the Old English Bantams he had the first prize cock, hen and pullet. He received a fine 1847 Roger's carving set for the most points on Modern Game Bantams and five dollars for the best display. In all he won four firsts, two seconds, a third and a fourth. Just try to beat that.

Joe Friel had fine meat on the table lately—he finally got a deer.

G. I. Gurnea is back from sick leave after having thrown his torso out of gear with a powerful sneeze.

Mr. and Mrs. G. B. Bouma returned from a five weeks vacation and reported a wonderful trip covering 14 states and almost 7,000 miles with only one flat tire. After studying the transportation systems of the many large towns they visited, Bauma declares that ours is one to be proud of.

While waiting for the signal at Fourth and Soto recently, R. Tilden heard a woman passenger scream that her purse had been snatched through an open window in the coach. He ran after three youths who were running away with the purse, and finally caught one of the culprits later handing him over to radio officers. Tilden tore his clothes and lost some of his change in the chase.

C. G. Clymer who vacationed around the Klamath River returned with something besides fish stories. He had his catch of salmon put up in cans with his name on the label and presented several to the boys.

The following new men have joined the Wilshire ranks in the past few

weeks: W. G. Niblack, S. E. Nutter, J. R. Cox, A. Kaplan, H. C. Oblinger, H. L. West, M. P. Harrison, and C. R. Higgins. Take a bow, boys.

"Zem" Singer's hair keeps getting in his eyes since he started working the front end.

Jimmie Kresge is fast becoming California's foremost trainer of amateur boxers, having won 34 fights out of 34 with eight different boys this year. (Jimmie wrote this item himself.)

It is reported that some of the boys seeing Marty Fisher checking on the line without his uniform mistook him for a high official.

In the past few weeks the following men coming from other Divisions have joined the Coach Division: A. A. Storms, H. J. Soberg, W. L. Stucker, A. H. Asbjeld, J. T. Outlaw, E. B. Boone, W. D. Morris, W. L. Turner and S. R. Wallace.

While many of the men have taken leave to go deer hunting, N. P. Cooper stayed on the job and went fox hunting on Beverly Boulevard. The coach he was driving was just as effective as a gun and he toted "Brer Fox" into the office still warm with the fur intact.



Jean, whose proud papa is C. D. Harlan, 16th Street Coach Operator, drives her own coach.

GARAGE

The big event of the year around the garage was the deer hunt made up of members of the Carburetor Department. Those in the expedition were Messrs. Savage, Doerr, Fairbanks and Graham. Preparing to go deer hunting for the first time Savage practiced diligently in shooting galleries knocking over ducks and other targets. It was an inspiring sight to see the party start out with a stubborn pack mule. On a steep trail the mule slipped and rolled down the canyon but without injury or damage. The party returned without so much as sighting a buck. This was not as tragic as it seems as the boys had "eaten" so much venison during the weeks of preparation that they were sick and tired of it before ever starting out.

W. Nolff and W. Powell at this writing were still on the sick list but were both showing improvement.

We understand that Bud Taylor has become a big land owner for the sum of \$1.50.

R. Robinson from South Park took the place of P. Pierson who recently left the Store Room.

Late vacationists were Bill Baker who returned after visiting the Western States, and Bob Marshall who went back as far as Detroit, although all of the boys expected him to visit Scotland. Mr. and Mrs. Ed. Sullivan had a nice time fishing on the coast of Mexico.

O. Carr, George Oliver and Dean Ovard terminated several years of service in the Garage.

"Babe" Ellis and Harry Lane took time out with B. O. knees, the result of slight mishaps. Ellis getting his on the job and Lane while off duty.

Irving Jones sauntered out the other evening decked out in his Sunday's best. Before going very far he came upon a warehouse fire where the firemen being handicapped called for volunteers. Jones jumped in and helped. Mrs. Jones did not recognize her husband when he came home drenched and covered with cinders.



Division Five

FRED MASON

Motorman L. W. Beck wants everybody to know that he went on a fishing trip recently, had a real good time and did not fall in. He has a very good reason for not falling in. He did not get any fish.

It is not very often that Conductor C. L. Walinder misses out. In fact it was in December, 1931, when he last missed out and that was caused by his going to make a relief instead of pulling out. However, this time he had a real miss-out. He also had, so he thought, a real alibi, and this is what it was. He said his wire-haired terrier "Jerry" got out during the night and he was out all night looking for him. He let the cat out of the bag, though, when he said, "Gee, Jerry was sure glad to see me when I did get home."

It is seldom that Motorman "Andy" Sybert goes hunting and fails to bring home the bacon. This time he got a nice little two pointer, weighing one hundred and five pounds, dressed.

We are glad to welcome Conductor J. S. Bedford back to Division Five again. He left us about eighteen months ago and went to Division One on a trade. This time he traded with Conductor L. O. Blevins who wanted to go to Division One because he lived nearer that Division.

In another trade we get Conductor L. E. Broyles from Division One in place of Conductor P. E. Ashley, who went back to his former Division. L. E. Broyles is the brother of Conductor A. P. Broyles.

There will be no more roller coaster rides for Conductor Gerald Bannister. He and his wife, during a little trip to the beach recently, took in a roller coaster, resulting in a



"Fares, please." This little husky is six months old Johnnie Warren, son of Motorman (Div. 5) and Mrs. J. L. Warren.

broken rib for Gerald and a bad shaking up for his wife.

If you see Conductor "Tex" Brown going around picking up empty cigarette packages don't think it is a weakness of his or that he is saving tinfoil. It's worse than that. It appears that his wife wanted him to put ten dollars in the bank and without telling him, thinking he would be sure to see it, put a ten dollar bill in his package of cigarettes. Well, "Tex" did not see it and he has walked miles for empty Camel cigarette packages.

Motorman Ray Race is still hoarse from rooting the Hardin-Simmons team to victory over Loyola. Ray went to school with Coach Frank Kimbrough of the Hardin-Simmons team and he spent a fine weekend with the boys.

Motorman Bob Huntoon has taken six weeks off and will be spending

most of his time in Sterling, Illinois.

Motorman George and Melvin Schultz (father and son) are taking one of their periodical jaunts to Glendale, Arizona, to visit relatives.

Motorman L. J. Olen left for Plainview, Texas, and will be gone for thirty days on account of his grandfather's death.

It is to the Sequoias this time for Motorman L. M. Erickson and his family. He is taking two weeks off.

To rest up at home and take little trips here and there Conductor "Chick" Trager takes thirty days off.

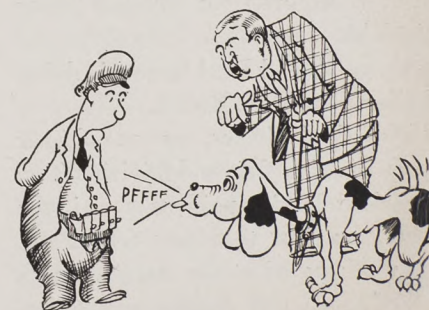
Conductor D. H. Ryan has just finished a nice three weeks vacation back in his old stomping ground at Heber City, Utah.

We will miss the smiling countenance of Motorman S. N. Cupp who was transferred to the Special Roll on October 1.

Conductor Harry Yardley, who has been on the sick list for some time, dropped in to see us recently, and here's wishing him a speedy recovery.

We also hope that Conductor Homer Raines will soon be up and around again, especially so in view of the fact that Homer's wife has been seriously ill for the past four months.

Motorman Emil Watson is back on the job after an enjoyable two weeks vacation followed by one week under the doctor's care.



"He's proving he's a bird dog!"



Mechanical Divisions

F. F. ROBEY

Division One

R. O. "Casey" Martin, the lucky gent who won \$100.00 during Bank Nite at a local theater, now spends almost every evening going to theaters where they are having these drawings.

John Glynn, otherwise known as "Happy," made the bad mistake one Sunday morning of getting off at the wrong street. He got off at Ninth instead of Seventh and then had to wait for another car. Our reporter, Al "Rabbitfoot" Wutherick, reported this, and in the future will keep a guiding hand over "Happy."

Division Two

J. A. MacKay, Mechanical Inspector at Seventh and Broadway nights, had his regular days off the 28th and 29th of September and he bought a new, small radio. When he took it home his wife asked him what he bought it for—that they had a nice big one. He said, "I am going to put that alongside of my bed and stay there for my two days off." He did. He was stricken that night with the flu and he did not leave his bed for seven days and we understand was not interested in the radio.

H. T. Brown met with a severe accident while working around his house. He sprained his back and arm and has been off duty for the last ten days. Last reports are that he is now getting around and we hope to see him back shortly.

W. J. Alport from Division Three pinch-hit for J. A. MacKay and made good, and Paul Brown is doing the same for H. T. Brown.

Mr. Fred Griner, an ex-oldtimer from Division One and Division Two (1904 to 1908), paid us a visit the other day just to renew friendship. He was amazed at the many changes—both men and equipment, but remarked that W. T. (Billy) Brown

looked younger than any of the old gang.

Division Three

Tom Hubbard is still recuperating from his operation.

Ed Muse had a session with the flu but is on the road to recovery.

Boys, be careful of those new tools. Eventually they will be charged to you and are worth taking care of.

Red Roman brought in a bag of cactus pears, but left his lunch at home.

Boyd Walters sure clicks his new store teeth.

Watch your step, boys. Don't get hurt. There are too many first-aid students around looking for practice.

George Treneer walks to work on Sundays to try and reduce.

Division Four

John Thewlis had the misfortune of breaking his leg when he fell in the pit.

Foreman W. W. Aldrich returned from his vacation all rested for another year.

After almost fifteen years of night work, H. W. Schaeffer has finally accepted day work and transferred from Division One night to Division Four days.

We extend our sympathy to Jim Inman, whose mother-in-law passed away recently. Our sympathy also goes to Al Keller, whose mother died October 2.

Division Five

A. Nelson, W. J. Carey, J. T. Denis and J. T. Carmichael are the new day car cleaners. Glad to have you with us, boys.

W. Ferguson was transferred from Division One nights to Division Five days.

O. Lund, R. Mills, G. P. Macqualters, A. Duncan, W. Ellis and W. Bender are taking the first-aid course.

Slim Ellis drove his Pontiac in front of another car and had his running board and fender bent in. He estimated the damages to the party that did the hitting at \$15.00 and collected same, but repaired it with a

few stovebolts at a cost of 15 cents. A few more collisions and you can buy a new car, Slim. No injuries in this collision, but the other day he received a slight injury and after the other first-aiders held a consultation to diagnose the case, they decided to send Slim to the Doctor for first-aid.



Here we have Mr. Jack Sottille of "C" Inspection Department and his home-grown New Guinea Butter Bean. We say he's "Tops" in raising them, unless you can show proof of bigger and better ones. This one is five feet and six and one-half inches tall.

TRADING POST

FOR SALE—Sacrifice. Large 75 x 150 lot. \$375.00. Terms. Sheldon Avenue, San Fernando Valley (Roscoe District). First vacant lot on south side of Sheldon Avenue east of San Fernando Boulevard. Street paved. All assessments paid. M. F. Hurst, Conductor, Division 1. 214 East 82nd Place. PL. 11855.

FOR HIRE—Truck for moving and general hauling. Reasonable. Lloyd Clark, Division 4, RI. 8833.

FOR SALE—Fat, young, grain fed Turkeys. 6500 Ajax Street, Bell Gardens. Drive out to 5500 East Gage, then one block south. J. R. Moore, Conductor, Division 5.

Virgil & Santa Monica



Coach

D. S. COBURN

Operator W. S. Miller and wife have recently returned from a three weeks vacation trip to Salt Lake City and Boulder Dam.

Conductors Lee Burris and Archie Seavey have traded their old cars for late model Chevrolets.

Operators Clyde Wilson and C. W. Nichol have decided to try their luck at mining. By this time they are probably breaking up the rocks from which they hope to build a fortune. We wish them good luck.

Stanley Hart, of the General Office, has just moved into his newly purchased home on North Genesee Street.

Operator J. D. Marshall has inaugurated a plan to stimulate interest in safe driving. He has constructed a large board which has the men's names arranged according to seniority. A blue star is posted after each name and is moved under the corresponding date if that man has had a clear record for that day. At the termination of a 30-day period without a chargeable accident, a gold star is placed behind the name, indicating that that man has the ability to perform his duties safely. It is planned to present an award to these men in appreciation for their efforts in reducing accidents.

Your scribe would appreciate your sending in any item that may be of interest to our readers.

The basketball-eers are having their practice at Belmont High School each Tuesday night. Any one interested come and work out with the fellows.

Virgil Mechanical Department

The day before C. A. Wallace left to be married he was ordered into Mr. Forsberg's office. He immediately thought the worst had come, and as he groped his way to the office to face the Master Mechanic his teeth were chattering—not knowing what

to expect. Mr. Forsberg plied him with questions regarding his length of service, and after frightening Wallace very thoroughly, presented him with a gift that the boys in the shop had gotten for the happy couple.

"Hold on to your shirts boys" is the cry heard around the garage lately, as George Clink comes into view. A few days ago George was looking for a clean rag and his eagle eye fell upon one hanging on a hook downstairs. The rag was larger than he needed so he ripped it in two. As it neared quitting time George Holden put his tools away and reached up to where he had hung a new shirt that morning. But for some reason the shirt was missing. He started through the shop in search of it, when he saw something dangling from Clink's pocket. Upon pulling it out he found it to be one-half of his shirt, which was quite beyond repair. George Clink claims that no one should wear a shirt as loud as Holden's was anyway.

Slim Fowler can now appreciate the wonderful service that the Fire Department is trained for. While awaiting the news as to whether it was to be a boy or girl, he looked up to see two firemen hurrying into the hospital. They were from the Inhalater Squad, and after about an hour's work they restored life to Mr. and Mrs. Fowler's new baby.

LAMOCO RIFLE & PISTOL CLUB

Work has been started on the new range, and volunteers are being asked to help with the construction work. Those willing to help should be at Virgil Garage before 7:30 Sunday morning. Cars will leave there at that time. With some good workers it is expected to complete the range in about 30 days. As yet, the membership rates have not been advanced and if you contemplate signing up you should do so at once. If you are interested in the activities of the club and would like more information regarding membership fees, please get in touch with R. D. Crandall at Virgil Division.

WONDER IF IT WORKS!



PHOTOGRAPH BY OWEN WILLIAMS
TO CATCH THE COINS OF THRIFTY,
BUT HONEST, SCOTS

(Might try this on the "W" Line)
If the conductor on this Aberdeen streetcar misses a passenger, the traveler is supposed to have a conscience—and put the proper coin in the box.—Sent to Two Bells by T. C. Calderwood, Mechanic, Division 1.

THAT PRECIOUS SECOND

Mr. Driver, what is your "reaction time"? You don't know? Well, as the operator of a swift and heavy vehicle, capable of death-dealing potentialities, it may pay you to have this information. Briefly stated it is the length of time it takes you to size up a suddenly changed situation and react to meet it.

Some months ago an actual test was made to learn something about this "reaction time." It was found that it takes the average driver one second to respond to an emergency while he is at the wheel of his car. That sounds like quick work. But when you are traveling forty miles an hour just keep in mind that your car goes nearly sixty feet a second—sixty feet while you are making up your mind what you ought to do. And the test showed that if you are tired, it usually takes a little longer to complete proper coordination between mind and muscle.

—The Broadcaster, 8-15-36.

News of LARY Sick Folks

By R. A. PIERSON

Superintendent of Personnel

During the month of September there were 31 employes confined to the California Hospital, which represents 284 hospital days. The cost of this hospital service was \$1,756.00.

S. Bennett, Draftsman, Engineering Department, who has been ill since August 16, is improving.

T. G. Hubbard, Car Repairer, Division Three, Mechanical Department, who was operated on recently at the California Hospital, is getting along nicely.

E. J. Miller, Clerk, Office of Superintendent of Equipment, had the misfortune to fracture his ankle recently while playing softball. He is home from the Hospital and beginning to improve.

R. B. Burnett, Motorman, Division One, had the misfortune to fracture his arm while on a vacation trip in Oklahoma.

H. L. Raines, Conductor, Division Five, who has been on the sick list since August 30, is still confined to his bed. His condition remains about the same.

V. Z. Howard, Motorman, Division Five, who was operated on for appendicitis, is improving and it will not be long before he will be back on the job.

E. Cox, Conductor, Division Three, who has been in the Hospital on account of trouble with his spine, is improving.

H. Buckman, Conductor, Division Four, became ill recently and had to go on the sick list. His condition remains about the same.

H. W. Corneth, Conductor, Division Three, who has been very ill since July 1, is improving and will probably be able to be out soon.

K. E. Sloan, Conductor, Division

Five, who was operated on for appendicitis, is improving and expects to return to work soon.

C. J. Jackson, Motorman, Division Four, was operated on recently. He is getting along satisfactorily.

A. L. Dellinger, Carpenter, Mechanical Department, who was injured when struck by an automobile October 1, is still confined to the Hospital. His improvement is rather slow.

B. F. Webber, Conductor, Division Three, who was injured recently, is improving nicely.

B. A. Johnson, Motorman, Division One, spent a few days in the Hospital, but got out without an operation.

F. S. Ellermeier, Watchman, Way and Structures, who was operated on recently, is home now and gaining strength every day.

Henry Yardley, Conductor, Division Five, who has been on the sick list since July 1, had the misfortune to fall and fracture his right arm.

J. A. Logan, Operator, Coach Division, who fractured his arm while playing baseball, is out and around now but it will be some time before he will be able to return to work.

Regret to report the deaths of two employes during the month of September, also the deaths of the wives of three employes. The employes who died were covered under our Group Life Insurance Policy; and the employes whose wives died were members of the Wives' Death Benefit Fund Plan.

During the month of September there were 119 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

Arthur Sidney Jarvis, Towerman in the Transportation Department, died September 24, 1937. He was born in Union Star, Missouri, August 4, 1887. He entered the service as Conductor, Division 1, November 6, 1906, and resigned May 12, 1908. He re-entered the service as Conductor Division 1, October 3, 1913, and resigned August 22, 1916. On June 1, 1920, he was re-employed as Conductor, transferred to Towerman on January 15, 1921. Mr. Jarvis is survived by his wife, a son and a daughter. He was a member of the F & A Masons, Belvedere Lodge No. 539, 3601 East First Street, Los Angeles.

The wife of John Jacob Paul, Mechanic, Los Angeles Motor Coach Company, died September 29, 1937.

The wife of Willie D. Smiley, Conductor at Division 1, temporarily working as Extra Switchman in the Transportation Department, died October 10, 1937.

The wife of John Shultz, on the Pension Roll, died September 16, 1937.

APPRECIATION

Letters expressing thanks for the kind thoughts and expressions of sympathy extended them during their recent bereavements have been received from Mrs. Elsie F. Jarvis and family and Mr. John Shultz and family.

PENSION ROLL

John Henry Neel, Chief Operator, Electrical Engineering, was placed on the Pension Roll effective October 1, 1937. Mr. Neel was born January 30, 1870, and was employed as Fireman, January 1, 1899; appointed Switchboard Attendant, Power Department, January 1, 1900; and appointed Chief Operator, Power Department, January 1, 1907. His present address is 626 East Adams Street, Los Angeles.

Arthur Edmond Tuffing was placed on the Special Roll effective October

1, 1937. He was born April 30, 1870, and was employed as a Motorman at Division Three January 14, 1915. His present address is 3518 North Griffin Avenue, Los Angeles.

Solomon Noah Cupp was placed on the Special Roll effective October 1, 1937. He was born December 17, 1869, and was employed as a Motorman at Division Five March 8, 1901. His present address is 627 East Miramar Street, Hawthorne, California.

Herman Albert Heuer was placed on the Special Roll effective September 5, 1937. He was born November 29, 1889, and was employed as a Repairer January 8, 1912. He was transferred to Electrical Repairer, Department 6, June 1, 1913, and left the service December 10, 1913. He was reemployed February 1, 1915, as an Electrician, Department 6. Mr. Heuer's present address is 844 West 62nd Place, Los Angeles.

RETIRED EMPLOYEES



By D. L. GRAGG, Secretary

October 19, 1937: Meeting was called to order at 2:30 p. m. by President McRoberts with thirty-nine members being present. A splendid talk was given by Mr. Orton E. Goodwin of the Property Owners Association on the enormous increase of our tax burden, pointing out its dangers and suggesting remedies.

September 21, 1937: At this meeting officers for the coming year were elected and are as follows: C. M. McRoberts, President; P. C. McNaughton, Vice-President; D. L. Gragg, Secretary-Treasurer. The report of the Secretary for the past year was read and approved. The president discussed changes in the State Social Security Act as provided in the amended law. A committee was appointed to arrange for speakers for the coming year.

Next meeting will be held at 2:30 p. m., Division 4, on Nov. 16, 1937.



OUR SINCEREST WISHES
FOR PROSPERITY AND
SUCCESS GO TO:

Clerk C. A. Evans (Division 4), married on October 16 to Miss Nadene Maze of Pawhuska, Oklahoma.

Conductor W. L. Cooper (Division 4), married on July 25 to Miss Elsie Lorena Lemmer.

C. A. Wallace (Virgil Mechanical Department), married on September 12 to Miss Dorothy Dix.

Coach Operator P. J. McCarthy (16th Street), married on September 18 to Miss Helen Catherine Westlake.

Coach Operator F. L. Merino (16th Street), married on September 19 to Miss Anita Pauline Cummussti.

Ray Cooper (Way and Structures), married on September 4 to Miss Grace Gahm.

Robert Hartman (Department 10, Mechanical), married on August 30 to Miss Jessie C. Tompkinson.

K. H. McDonald (Division 1, Mechanical), married on September 10 to Miss Henrietta Stegeman.

W. G. Bender (Division 5, Mechanical), married on October 16 to Miss Alice Rose Sonnenberg.

SUPPOSIN'

Supposin' fish don't bite at first—

What are you goin' to do?

Throw down your pole, and chuck your bait—

And say your fishing's through?

You bet you ain't—you're goin' to fish

'N fish 'n fish, 'n wait,

'N use up all your bait.

Suppose success don't come at first—

What are you goin' to do?

Throw up the sponge 'n kick yourself,

'N growl and fret and stew?

You bet you ain't—you're goin' to fish,

You'll bait 'n bait ag'in,

Until success jest grabs your hook,

For grit is sure to win.

—Exchange.



CONGRATULATIONS TO
THESE NEWEST ARRIVALS
IN LARY RANKS:

Frederick Norman, born to Mr. and Mrs. H. K. Fowler (Virgil Mechanical Department) on September 19.

Ronald Phillip, born to Conductor (Division 4) and Mrs. D. M. Spence on September 20.

John Wallace, born to Motorman (Division 4) and Mrs. W. J. Curry on October 3.

Ronald Frederick, born to Conductor (Division 4) and Mrs. Harold Woolsey on October 5.

Janice Ruth, born to Conductor (Division 3) and Mrs. J. K. Lofton on October 6.

Milree Elaine, born to Motorman (Division 1) and Mrs. E. H. Mohler on October 1.

Marlow Hugo, born to Conductor (Division 1) and Mrs. M. W. Galbraith on October 12.

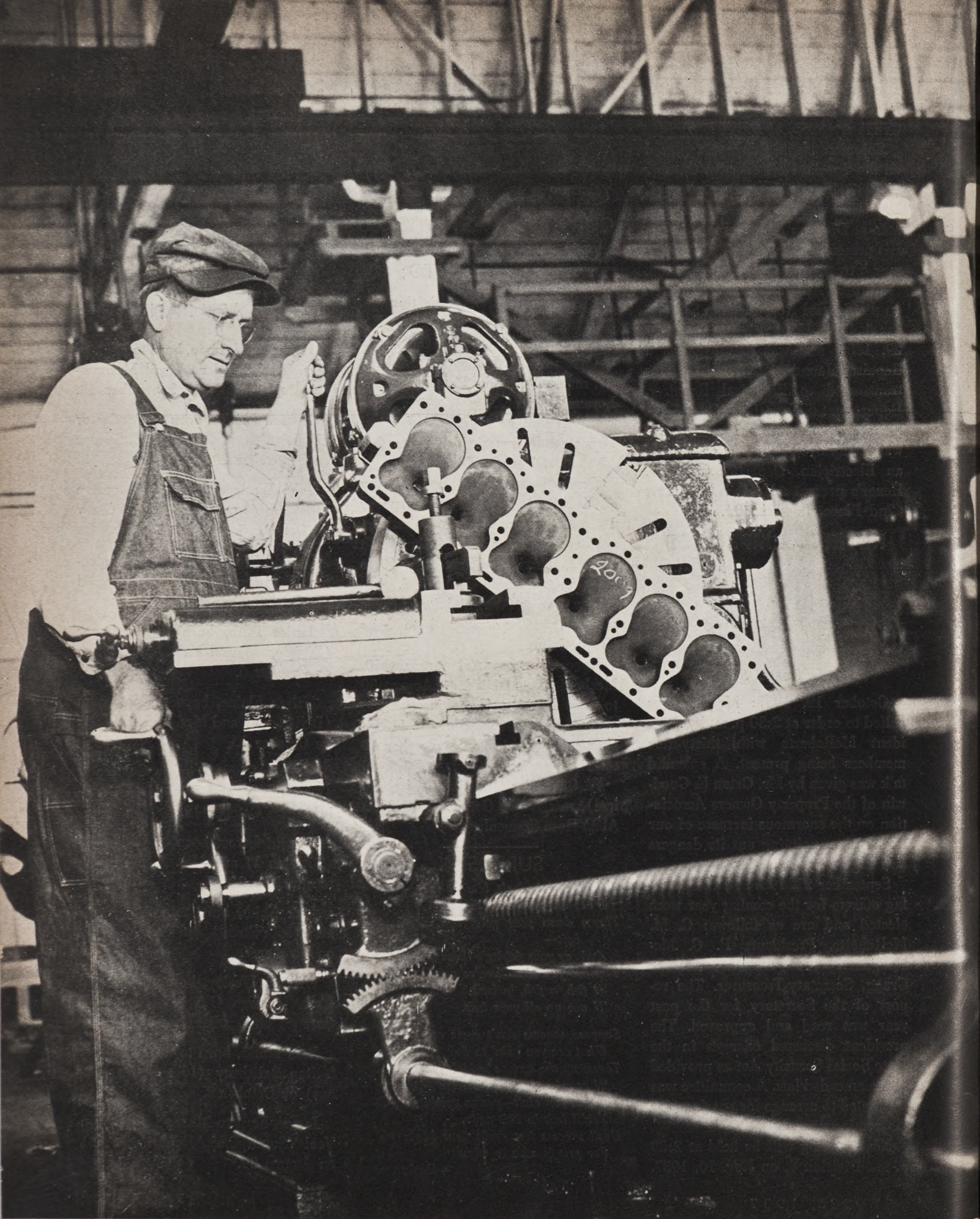
Donald Leroy, born to Conductor (Division 1) and Mrs. H. E. Anderson on July 22.

Jack Keith, born to Coach Operator (16th Street) and Mrs. K. Riley on October 7.

William Wesley, born to Mr. and Mrs. George Oliver (16th Street Garage) on October 8.

Lola Marie, born to Mr. and Mrs. Milton Salisbury (16th Street Garage) on October 2.

James, born to Mr. and Mrs. John Veal (South Park, Department 11) on August 28.



MACHINIST ORREL RIVERS PUTS THE FINISHING TOUCHES ON A MOTORCOACH JOB.