

TWO BELLS




**PIGSKIN PARADE
PACKS COLISEUM**

October, 1938
Volume 19



DIVISION SCRIBES
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PUBLISHED MONTHLY
 FOR THE EMPLOYEES
 OF THE
 LOS ANGELES RAILWAY
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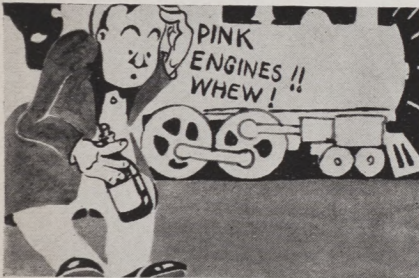
Staff Artist GUY GIFFORD

NUMBER 10 VOLUME 19

OCTOBER, 1938

DOUBLE PUNCHES

Delivered by Mueller



Australian trains go in for bright colors. Some are sky-blue, others light red and so on. The Overland Express to Adelaide, South Australia is gold, green and black. —(Cavalcade)

London has installed three mechanical sentries around Piccadilly Circus. They measure the gaps between cars—if they are long the electrical eye causes the green lights to be cut down, if they are short, denoting heavy traffic, additional time is allotted.

During the Ethiopian war the price of gasoline in Italy reached \$1.24 a gallon.

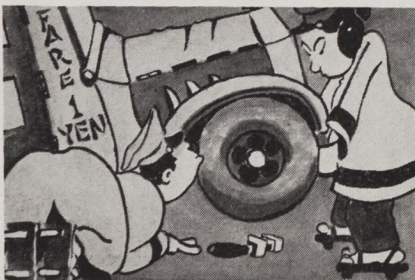
Parisian subway stations can also be used to shelter the population during air raids. Some of them can give shelter to about 8000 people for a period of time. Any form of noxious gases can be filtered through their ventilating systems.

The lowest railroad fares in the world can be found in Japan. There one travels for one-quarter cent per mile and a distance from San Francisco to New York could be travelled for \$6-\$8.

Buses which criss-cross Japan in every direction have two operators. A boy and a girl between the ages of 15 and 20. The boy drives while the young lady takes fares, calls streets, and leaps to the ground to bow, or assist her passengers who oft-times pack tremendous bundles.

Besides all this both operators do garage work after driving hours.

—(Nat. Geographic)



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INSTRUCTION DEPT.

Turns Raw Recruits Into Experienced Trainmen

By C. J. KNITTLE

IN the upper loft of Division Four's two-story brick building at 12th Place and Sentous Street is one of the Company's most important units, the Instruction Department. From this central point, Chief Instructor Oscar T. Elrod guides the activities of sixteen highly-trained inspectors who in turn supervise the handling of students by one hundred and twenty line-instructors. These line-instructors are regular trainmen with excellent service records and specially adapted to instruct student-trainmen.

Assisting Mr. Elrod are his two aides, Clerks L. F. Crandell and W.

L. Greenwood. In emergencies, Clerk Greenwood is also qualified to act as inspector. The Department's well-appointed suite of rooms consists of a reception room with the usual counter behind which are the clerks' desks and files, Mr. Elrod's private office, a lecture room which seats approximately 250 trainmen, and a conductors' school room.

One's first impression of the Instruction Department may be that Mr. Elrod's responsibility ceases when a new trainman has been properly "broken in" on each line of his Division, that any weakness or misconduct in operation developing later

will be corrected by the Division Superintendent. Let us follow a newly employed applicant for train service. We may find that the Chief Instructor's interest in him never ends.

The prospective trainman's references were satisfactory. He has passed the medical examination and an intelligence test. Now he reports to Mr. Elrod, who, after impressing upon him that courtesy, safety and punctuality are prime requisites of this service, assigns him to a traveling instructor (inspector). Like all new trainmen, his first service will be as a motorman and his first three days of training are spent on a practice car. He is taught proper operation, equipment and how to locate trouble. If he qualifies, he is sent to the Division to which he has been assigned, reports to the Inspector in charge, who places him in the hands of a line-instructor. Three or four days later, he qualifies on his first line, is examined by the Inspector and re-assigned to line-instructors to learn other lines of the Division. The Inspector, examining him on each line as he completes it, also passes judgment on the student's adaptability for this work. After qualifying on all lines of the Division, he is sent back to the Instruction Department, makes out a written examination and receives his equipment. He has now been in service from 22 to 25 days.

After three or four months experience on the "front end", the new trainman again returns to the Instruction Department to learn the art of being a conductor. He spends one day in the Conductor School where he is taught every feature of a conductor's work. The next morning, he reports to his Division Inspector and is assigned to a conductor line-instructor. The average student spends three or four days on the first line and from two to three on the others. The Inspector, as before, examines him carefully as he completes each line and when he finishes gives him the additional qualification of conductor.

Three months later, after serving



O. T. Elrod, Chief Instructor—W. L. Greenwood, Clerk and Instructor



From left to right around the table: H. L. Vannatta, J. F. Ries, G. H. Kunz, Instructor I. C. Acuff, D. M. Shahan, M. C. Smith, P. F. Walsh.

*Right
Instructor A. E. Vejar,
Operator J. K. Waner*



*Lucius Fairchild
Crandall, Clerk
(Instruction Dept.)*



*From left to right, front row:
R. E. Cleland, Walter Hole,
Henry T. Scott, A. E. Vejar,
J. C. Wood, H. Van Riper, O. T.
Elrod.*

*Back row standing: D. D.
Rhoads, W. L. Greenwood, I. C.
Acuff, A. F. Crosby, W. C.
Waedekin, M. J. Thomason,
F. O. Osborn, J. K. Hagan,
E. F. Adams.*

in both capacities, the trainman usually shows excellent results of his training and experience. He is now ready for instruction in one-man car service. The procedure is practically the same as for motorman and conductor, except that he is taught to synchronize the duties of both. This takes from nine to fifteen days. If the Division has lines using the new streamline cars as well as the revamped BF-2 and H-4 type, the trainman receives special instruction in operation and new equipment. On qualifying, he receives a new rating—operator.

Throughout this entire period, Chief Instructor Elrod has kept a close check on the trainman and his record, guiding his instruction through the Division Inspector. A follow-up system at long or short intervals is governed by the number of reports or accidents in which the trainman is involved.

It may be interesting to learn that Mr. Elrod at present is keeping track of 1797 trainmen. The success of his "Correct Operation" plan is responsible for the saving of thousands of dollars each month in power, equipment and accidents. The Instruction Department is undoubtedly the economy department of the system. Aside from making monthly reports of men who have been employed, their additional qualifications, and of men taken out of service, Mr. Elrod qualifies mechanics for yard and road operation and frequently makes stopping tests for the Claim Department. Mr. Elrod also designs the transfers, collaborates in designing bus tickets and compiles a "Fare, transfer and ticket instruction" booklet every two years.

Company history records that Mr. Elrod entered this service in January 1904 as a conductor at Division One. Two weeks later he transferred to the newly-built Division Two and changed to a motorman in June of the same year. In April 1905, he was resigned for eight days and re-employed as a motorman at Division One. Division Two in those days was "out in the sticks" with no sur-

rounding houses, except a lunch shack made of dry goods boxes and equipped with four stools. In July 1919, he was appointed to the Instruction Department. In May 1924, he became Assistant Chief Instructor, and in January 1938, he was again promoted to the position of Chief Instructor.

We think a few orchids are due this Department and its men who turn raw recruits into trainmen and then, sticking everlastingly at it, turn good trainmen into better ones.

COMMUNITY CHEST MOST EFFECTIVE WAY

1. You give once, to but one appeal, instead of subscribing to 88 separate campaigns during the year;

2. You save the agencies from the harassing business of fund-raising and permit them to use their full time and energies for serving the needy;

3. You permit these agencies to operate on a business-like basis, so each dollar you give does more work;

4. You protect yourself from unknown appeals and danger of fraud;

5. The Community Chest method is the cheapest way of raising money. More than 94 cents of each dollar you give goes to actual social welfare service.

Seventy percent of the service expenditures of the Community Chest agencies goes for the benefit of children.

"There's been an accident at 31 Willow Street," said the newspaper editor to the young reporter. "Hurry up there and be sure you make your story short."

The reporter obeyed instructions, his copy reading thusly:

"David Smart of 31 Willow Street lighted a match today to see if his automobile tank contained gasoline. Yes. Forty-six years."

The Railwayman

BASKETBALL NEWS

Once more, it is the time for our LARY Basketball athletes to have their "innings". There is a desire to participate in competitive sport and thereby derive much pleasure and the healthy recreation of sportsmanship.

South Park is out to stay on top this season, and the boys say that they have what it takes! They have six second-year regulars and four promising new players.

Returning regular players are: last year's Captain and guard, Bob Chamberlin; Bob Ross, stellar guard; Larry Stanley, forward and last year's high point man; Horm Farmer, king-pin forward; Harly Miller, established center; and Walt Whitaker, utility man and manager.

New material is headed by E. M. Franklin, forward and former high point man of Division One; U. L. Small, a promising guard; P. U. O'Neil, a good floor man; and T. A. Loch, a good fast man.

The object of this group is to promote basketball play, develop good sportsmanship and afford any and all an equal opportunity for active participation in competitive team-play under recognized Municipal Association play.

Practices are held each Monday evening, at 7:00 P. M., at the Manchester Playground's gymnasium. Anyone wishing to try out, get in touch with Manager Walter Whitaker. Watch TWO BELLS for future notices!

DEAD IMAGE

My brother and I were twins. We looked so much alike that no one could tell us apart. One day in school my brother threw spitballs and I was punished. My brother was arrested for speeding and I spent three days in jail for it. I had a girl and my brother ran off with her. But last week I got even with him. I died and they buried him.



Tram Car and Trailer Used by Berliner Verkehrs-Betriebe

BERLIN'S TRANSIT SYSTEM

TAKE a pin and stick it into the center of a map of Europe—and you probably will find it in a black dot marked “Berlin”. Here, in the heart of Europe, lies the great metropolis at whose airport airlines from all parts of the world arrive in one unending stream. Sprawling over an area of 348 square miles and populated by four and a quarter million inhabitants, Berlin is today the second largest city on the continent, being surpassed only by Greater London. Two-thirds of Berlin’s urban transportation is handled by the Berliner Verkehrs-Betriebe, known as the B.V.G. 2,850,000 passengers are riding daily over the facilities of this system which combines trolley, coach, and rapid transit service. Trol-

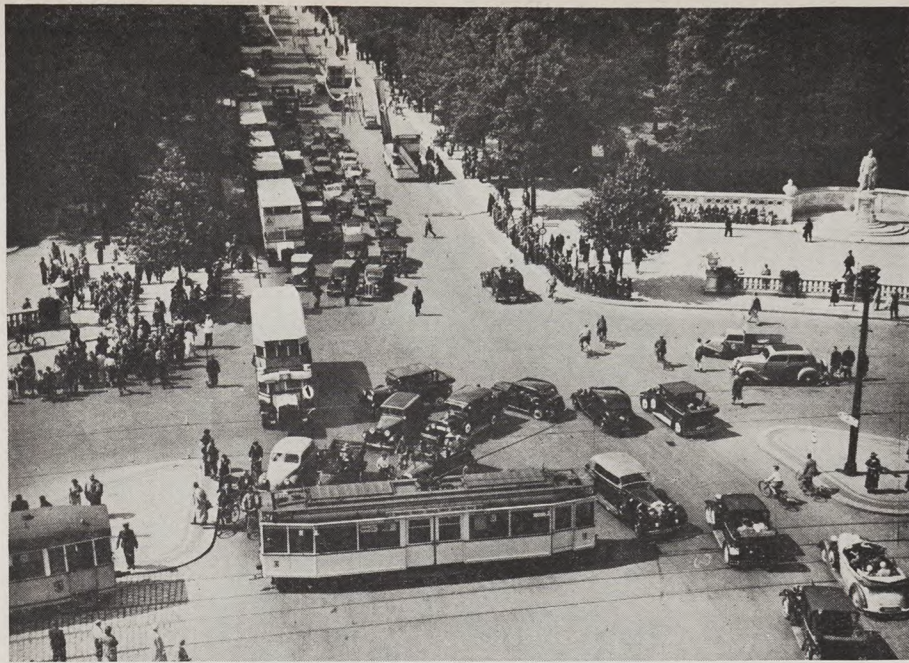
The Second in a Series Dealing With Foreign Transportation

By HERBERT W. MUELLER
Virgil Division

leys are handling about 59 per cent of this amount while buses receive 17 per cent and subways 24 per cent respectively. Inter-urban service is handled by the Federal electrified railroad service. The B.V.G. corporation, stock of which has always been held by the city of Berlin, is now an independent organization associated with the municipality and under the supervision of city’s transportation board.

The depression of the early thirties cut deeply into the earnings of the

B.V.G. and revenues fell from year to year. Continued unemployment or low paid part-time work had forced many a citizen to depend upon bicycles or even to walk along stretches instead of making use of the city’s transportation system. All this was changed in 1933 when the new regime took energetic steps to combat this downward trend. Fares were reduced, monthly passes issued and special rates were applied to the unemployed. Especially popular proved to be the short-trip fare which allowed passengers to ride a certain number of blocks for a minimum fare. Abolished was the higher tariff for transportation after 1 a.m. which had prevailed until then—a great relief to employees who had to work



Berlin Passengers Board and Take Seats While Conductors Collect Fares

until late at night. Such measures and the continually decreasing amount of unemployment turned the tide and the yearly passenger average increased from 800 million in 1933 to over a billion in 1937. The fiscal year of 1937 closed with a Net Profit of RM 800,628 (\$355,834).

87 trolley lines are crossing Berlin in every possible direction, 2830 cars are ready for service. These cars are running either single or with one or two trailers. Passengers enter and take their seats while the conductor collects the fares during the trip. The Berlin conductor's job consists of a constant going through cars and winding between standing passengers. Usually he has an enormous leather pouch dangling from his waist in which the different kinds of monies are mixed. Whenever he makes change he has to rummage among the different species of jingling coins until he finds the right ones. Every passenger receives a receipt for his fare and frequently an inspector goes through the cars. Woe to the unlucky one who is without his "Fahrschein".

The same fare collecting system exists on the coaches of the B.V.G. Most of these are six-wheeled double-decks containing 75 seats but there also exists a large number of 60

passenger single-decks. One-third of these vehicles are Diesel-powered, while two lines boast of modern streamlined trolley buses. Due to the high cost of gasoline, which has to be imported, experiments with substitutes are constantly being conducted. Even municipal lighting gas has been used to propel coaches on one line and the results were satisfactory except for the necessity of refueling every 60 miles. At the present time the B.V.G. counts 650 buses

with sizable additions being contemplated.

Berlin's subways and elevated cars take care of the rapid transit to and from town to outlying districts. The attractively painted 6 and 8 coach trains slide noiselessly into the spotlessly clean subway stations which are finished in glistening tile. Trains run at 2½ minute intervals; during the rush hours this may be shortened to 1½ minutes. Their average speed is 37 mph. and it speaks well for the organization that there have been no serious subway accidents for many years.

The personnel of the B.V.G. totals 23,000 employees—surely a sizable concern. All prospective drivers and motormen must go through a training period which lasts several weeks. Motormen operate a stationary control board in front of a moving picture screen which realistically reproduces the actual occurrences and emergencies of operation. This apparatus tests in a painless way the abilities and mental alertness of the applicant. Something similar is the training of bus drivers. After the probationer has spent a period on the "stationary bus" he is given a driving test on one of the lumbering double-decks upon an oil-covered test road. Only after



Coaches Are Operated by Diesel Fuel, Gasoline, Lighting Gas and Overhead Trolley in Berlin.

passing these tests successfully is he qualified for actual operation. Due to this thorough training the accidents of the B.V.G. are constantly decreasing.

A fairly constant number of about 400 apprentices receive their training in various skilled trades in the shops of the B.V.G. New employees undergo a vigorous physical examination to which is added a detailed study of the man's character. In order to do something about the "man over 40" a certain number of applicants over 45 are employed.

A general work-week of 48 hours, or 208 hours a month is observed. In case of sickness 80-90 per cent of the salary is paid for from 6-26 weeks depending upon the length of service. In case of accidents in the course of duty full wages are paid until the patient recovers or proves permanently disabled and placed on the pension list.

Germany has had a social security program since 1890 and this has in the course of time been elaborated and improved upon. The private social security work of the B.V.G. is co-ordinated with compulsory federal system. Every B.V.G. employe has to join the pension plan; has deducted 3 per cent of his earnings for purposes of an old age pension. After a minimum of 10 years service he, or in case of his demise, his widow, receives a certain percentage of his earnings. All these compulsory insurance funds, taxes, and contributions for national welfare work slice 20-25 per cent from the worker's pay check but at the same time remove possibility of sickness and want in old age.

A unique arrangement is the uniform fund. Every employe is granted a certain amount yearly for uniforms, their upkeep and replacement. At the end of the year the amount not used for such purposes may be drawn in cash by the employe.

Employes who have been in the service one year or more must be given four weeks severance notice. After 10 years service they can only be discharged for very serious of-

Berlin's

6 Wheel

Double Decked

Coaches



fenses. Everything is being done to make work and spare time as agreeable as possible. Machine shops, garages, train and wash rooms are being renovated to allow a maximum of light, air, and cleanliness.

The B.V.G. own two large rest homes, one near the sea shore and one in the mountains. Here employes may spend their vacations at minimum rates. During the "quiet months" the company sends sick and injured employes to these homes so that they may recuperate in peaceful surroundings. These homes maintain their own dairies, fruits, and vegetable gardens. Workers' children are also being sent to these homes, the cost of transportation and maintenance being borne by the company, as it is realized by the management that a man who sees himself and his loved ones being treated considerately will be a loyal and dependable employe.

Germany is becoming more and more sport-conscious and the B.V.G.

is encouraging its employes to join in all kinds of activities. For these purposes they have a large sport-field in the suburbs of Berlin with a well-equipped gymnasium and track field. There is also a rowing club where coach drivers may wield the oars on their free days. Not missing are shooting ranges and tennis courts.

The B.V.G. has developed a snappy band which boasts of 46 musicians and the traditionally impressive drum-major. The band members have special uniforms and take part in many parades. Of interest also is the B.V.G. glee club and the chess section. Since it has been recognized that nearly every man has a hobby the Berlin Transport Company has instituted an occasional exhibition of the products of these hobbies and it is surprising to see the remarkable skill with which objects of painting, sculpture, photography, and wood-carving have been executed.

WHAT PRICE TRAINING

Salesmanship Plays Important Part in Transportation Industry

A streetcar approaches an intersection. A sedan is crossing, should be out of the way before he reaches it thinks motorman, not decreasing his speed. He fails to take into account the coupe approaching from the other direction, forcing the sedan to halt on the tracks. He applies the air, too late and several tons of streetcar slide into the automobile. Result, another avoidable accident, possible injury, almost certainly a liability claim against the company, and unhappy consequences for himself. What price training?

A woman runs for a coach, arms full of bundles. One eye on the signal just turning green, one on the woman, the operator throws in the clutch. Can't afford to lose those seconds! He gains the seconds— *and gains the wrath of one more prospective customer*, whose gratitude might have been earned instead. What price training?

In another article in this issue we see the various steps every new man must take before he is adjudged a competent operator, a finished salesman of transportation. This special-

ized education is thorough, it is administered by men who know their business from the ground up, and it represents the expenditure of hundreds of dollars on each man.

When an employe completes this course he is worth more in actual cash to himself than he was when previously unskilled in this type of work. It has cost him nothing to gain this knowledge.

Furthermore, he was selected originally as a man whom careful examinations indicated had all the qualities necessary to make a high type representative of the railway.

What reason is there, then, for a man who starts out with all the nec-

essary qualifications, and goes through intensive schooling to fail in his duty to the company and the public?

It is not the prerogative of Two BELLS to criticise or nag. One of its functions however is to comment on company progress in as constructive a manner as possible.

When we hear questions day after day from trainmen and coach operators whose records show they're doing top-flight work as to why our accidents don't decrease, we wonder.

Every man who is slack or inattentive on the job is penalizing the conscientious employe and the company. He is earning the railway and each member of it an undesired and, we believe, undeserved reputation.

Moreover, he is shortsighted enough not to realize that in damaging the company he is damaging his own earning power and his own prospects even more.

We believe, and think 99 per cent of our fellow employes agree, that the Los Angeles Railway is a good company to work for, that the morale of its members should be high, and that the small per cent of those who do not feel inclined to give their full cooperation and loyalty to the rest of us had best be somewhere else.

What do you think?



CLUB NOTES



LARY WOMEN'S CLUB

By MRS. SHELLBY T. BROWN

The first meeting of the Los Angeles Railway Women's Club was held on September 22 in room 309. We were privileged, indeed, to have Mr. L. S. Storrs as our principal speaker for the afternoon. The highlight of his talk was the announcement that we could plan definitely on having our own clubroom within the very near future. The clubroom will be located at Division 4. Questions were asked by the members, and answers were very graciously given to many pertinent matters in regard to the Los Angeles Railway. These questions and answers brought out interesting points which are important to all of us. Miss Orpha Miller, who is conducting the class in Better Buying, also gave us a short resume of the work she is planning to cover in this course. The class meets every Thursday morning from 9:00 to 12:00, and all members were invited to attend. An enjoyable program was then presented by students of the Pallamary Studios. Refreshments were served by Mrs. W. C. Skinnel and her committee.

On October 13, a delightful afternoon was spent at cards and bunco in room 309 of the Los Angeles Railway Building. As the proceeds from this party were to be used for the purchase of card tables for our new clubroom, we were very well pleased with the large attendance. The first prize for bridge was awarded to Mrs. A. C. Stover, first prize in bunco to Mrs. C. Hendricks, first prize in Five Hundred to Mrs. J. W. Ray and first prize in Pinochle to Mrs. George Pape. Mrs. S. T. Brown was hostess for the afternoon, and was assisted

by Mrs. E. W. Watson, Mrs. C. S. Wise, and Mrs. W. C. Skinnel.

Due to unforeseen circumstances, it was necessary to postpone the Hard Time Dance and Halloween Party, which was scheduled for October 28. This dance will, however, be given within the near future, so, watch your calendars and TWO BELLS for the date.

Two very interesting speakers were obtained for the Club meeting on October 6. Mr. John Collins, Supervisor of Safety of the Los Angeles Railway, presented an excellent talk on "Safety in the Home", and Mrs. Fred O. Slazer from the Women's Service Auxiliary of the Chamber of Commerce spoke on "Civic Beautification". She told us many interesting things about the historical background and the work of this Auxiliary, and urged our members to take part in the various activities of that organization. Mr. C. E. Morgan also spoke to us informally, and urged attendance at the Safety Rallies. A musical program followed, which was sponsored by the Zarro-McKinney Dance Studio. Refreshments were served by Mrs. H. H. Jackson and her committee.

The doll dressing contest which is being sponsored by the Welfare Committee will start on October 25. The dolls will be purchased by the Club and will be available to participants on the above-mentioned date. Three prizes will be awarded for the best dressed dolls. The contest will terminate on December 1.

Mrs. Stella Alkire of the Downtown Shopping News will address the Club at the November 3 meeting, and she will explain to us certain measures which are incorporated on the ballot for the coming election. Mrs. Leon Plum, from the Women's Service Auxiliary of the Chamber of Commerce, will also tell us something about the civil landmarks in and around Los Angeles.

AMERICAN LEGION POST 541

By LEO L. LEASMAN

To all you comrades and those eligible to be members of our Post: If you were not at our last meeting, Tuesday, October 18th, 1938, you certainly missed a grand evening, for we had a fine crowd and six of the ten new members were present to receive the full form initiation, which was put on by our good old standby, the 17th District Ritual Team, which is always ready to give our Post a life any time. All 11 members of the team were present. Our reason for being so proud of this team, is that they have gone two years in succession to Department Conventions and brought back the trophy, the highest award in the class. We are also proud because one of the members of our Post has been on the team for the last year and half.

Don't forget that October 27th is Navy Day. We had as our speaker this evening a very distinguished guest, Lt. Commander Clarence S. Williams, U. S. Naval Reserve Corps, who spoke on "Navy Day" and "Our Navy". A very interesting and educational talk! After the ceremonies we all retired to the dining room where we had plenty of refreshments.

Here is a special notice to all members of the Post and unit, and any one who is eligible to be a member—Saturday, October 29th, 1938, at 8:30 P. M., at the Knights of Pythias Hall, northeast corner of 61st Street and Broadway, a dance and entertainment will be held for the above-named. Plenty of refreshments for all!

Friday, October 28th, several comrades and ladies are going to be chaperones at a dance of the pupils of Berendo Junior High School, the school that our Post sponsors awards to each semester.

We are proud of our accomplishments and invite you to come up and visit us and see for yourselves just what our Legion is doing for the good of the community, state, and

the nation. Start right now to make preparations to be in the parade on Armistice Day, November 11th. We will be looking forward to seeing you.

We are proud to announce that our Post has been recognized twice this year in the District. Leo L. Leasman has been appointed as attendance chairman, and R. H. Manning as an assistant to publicity chairman.

Sometime during the month of November, our Post and Unit are going to sponsor either a breakfast or a dinner to raise funds for our Christmas party, date to be announced later.

VETERANS CLUB AUXILIARY

By BETTIE L. LEASMAN, Sec.

Tuesday, October 18, 1938, Los Angeles Railway Unit No. 541, American Legion, joined the Post in full form initiation. The 17th District Ladies' Ritual Team officiated. 12 new members were added to our membership roll.

October 27th, 1938, the Sewing Club will meet at the home of Mrs. Roma Burgess, 346 East 118th Place, Los Angeles.

October 28th, several ladies will go to Berendo Junior High School, 12th Street and Berendo Boulevard, to assist in chaperoning the Juniors at a dance.

October 28th, Mrs. Pauline Chilcoat, hospital chairman, is sponsoring a Halloween party in one of the wards at Sawtelle.

November 16th, 1938, at 1 P. M., Mrs. R. H. Manning and Mrs. Beulah Offenstien are sponsoring a card party at the home of Mrs. Manning, 729 Walnut Street, Inglewood.

Plans are going forward for a Christmas for the children of members of the Post and Unit and other under-privileged children.

Don't forget Armistice Day and make plans to be with us.

SQUARE AND COMPASS

By BILL LANE

On Saturday evening, October 8th, the members of the LARY Square and Compass Club again journeyed to Von's Cafe, 9th and Hill Streets, for their monthly get-together banquet and entertainment. Some of the members who attended the meeting of the previous month fell by the wayside, and we missed their smiling faces.

Brothers Floyd Bond, Lloyd Yeager and Marston were there with bells on. We were also honored by a visit from Brother Bill Marion. Bill is an old member of the Club but has not been with us for quite a while. Come often Bill, we like to have you.

Brother C. D. Clark started to talk about how long back he could remember, then, we found out he had been on the LARY payroll for 52 years. That started Brother Charles Polchow boasting that he had been married for 36 years to the same woman. Quite a record Charlie!

I said to Leo P. Bean, "who's that

good looking fellow over there and what does he do?" "Why," he said, "That's Brother Lockett from Division 4, who is an instructor on P. C. C. cars." Come again, Brother!

Brother McCormack of the 16th Street Garage is sick in the St. Vincent Hospital and is reported doing nicely. We hope he will be well and be with us next month.

Brother Greenwood of the Instruction Department was elected a member of Square and Compass after a debate as to his qualifications and knowledge. Welcome, Brother!

The Club Degree Team visited the Florence Lodge, No. 649, on Thursday evening, September 29th, and conferred the Third Degree on Brother L. M. Heft, conductor from Division 1.

The Club turned out in force on this occasion and a nice enjoyable time was had by all.

Our President, L. F. Sparks, is planning quite a time for "Ladies' Night", to include a vaudeville show, which will be held some time in November. Watch for the date!

"SHOW BOAT" TO SAFETY ISLAND

Division Five sets sails for Family-get-together

The Los Angeles Railway invites all employes and their families to the first cruise of the Division Five "SHOW BOAT" to Safety Island. "SHOW BOAT" sails from the I.O.O.F. Hall, Pico and Hope Streets, Saturday night, November 26, 1938, at 8:00 P. M.

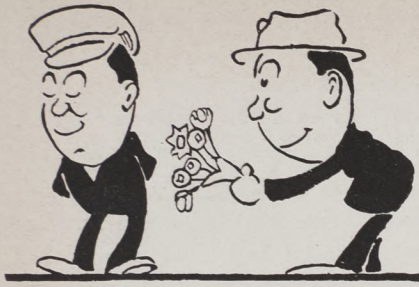
There will be twenty girls, wives of Division Five trainmen, as hostesses, and twenty Division Five trainmen as Junior Officials to en-

tertain you. We shall call upon some of our passengers to help. Also, we will have as a passenger none other than the Admiral, C. E. Morgan, to speak to you.

As the above boat will now make its first cruise very soon, we will expect all of you to make this trip.

We will be seeing you! Tickets free!

R. J. PLATNER, *Chairman*
Division Five "SHOW BOAT"



"TWO PATS"

"Probably most of the letters you receive are in the nature of a complaint, but on the theory that a pat on the back for some fellow doesn't do him or the company any harm, I am writing to commend Motorman No. 1810 (D. J. Weems, Div. 1). In fact, I can give him two pats on the back for his conduct last evening, October 3, 1938.

"A number of passengers boarded the car at a crowded downtown section, and while he was busy with transfers and answering silly questions, a passenger went through who presumably had very hurriedly shown his pass but the motorman had not observed it. He, therefore, called to the man in question, who begrudgingly again showed his pass, but took it upon himself to bawl the motorman out in a manner which would have led to fireworks from one of my own temperament, but your employe in this instance was broad enough to make his answer courteous, in a voice and manner which spoke well for him and his training. So, I determined to write you about it.

"As I left the car, I told the motorman that he was to be complimented on his display of courtesy under trying circumstances. He responded (and here's where the second pat comes in), by reminding me that it is a rule of the company that courtesy be observed at all times. So, you will see that he has sense enough not only to be acquainted with the rules but to observe them."

JOHN B. BEMAN,
Attorney at Law,
650 S. Spring, Los Angeles.

"Makes People Feel Glad"

"I believe men employed on street cars and buses deserve credit and commendation for being kind and courteous to passengers.

"I am writing to tell you of one of your men whom I noticed as conductor on a Seventh Street car, showing kindly attention to all, especially, to the aged and to children and reaching out and helping them as best he could, off and on the car. He also had a kindly smile and a kindly answer to questions as to directions, etc.

"I do not know his name, but he was

SERVICE

No. 24 (H. F. Keiser, Div. 1) on "H" car 292. I rode on his car Friday, September 23rd, around one or one-thirty o'clock. I feel that the company would like to know of the man who make people feel glad to ride on street cars."

MRS. IRENE P. BIRCH,
712 S. Westlake Ave., Los Angeles.

"A Pleasure to Ride With"

"I wish to draw to your attention Motorman 255 (G. R. Vanhorne, Div. 5) on No. '10', who's run it was my pleasure to ride. Really, I think it is my duty to let you know. He is very courteous and careful. He takes curves so gently, no bumps or shakes, just as though you were in a Pullman.

"I haven't the honor of knowing his name, but he deserves the commendation of all his patrons on No. '10.'"

MRS. LEWIS GLEASON,
4044 Brighton Ave., Los Angeles.

"Most Considerate"

"I and several other passengers try to catch his car *every* morning, for the reason that this operator is so courteous and considerate of *every* rider—young or old—white or colored.

"Daily many passengers by mistake get on his Number 3 car, thinking it to be a Pico; then, he has endless questions to answer. But the tone of his voice always remains *pleasant*.

"I wish the railway companies had more men like 907. (W. H. Welch, Div. 4).

"And does he handle the car efficiently and easily? You can read the newspapers without effort—and you *never* feel a 'jerk'."

MILDRED CUDDY,
1412 Courtland St., Los Angeles.

"Real Kindness"

"A very old lady with two heavy shopping bags prepared to get off the car on York Boulevard and I think Avenue 52, but I am not sure. I was unpreparedly surprised at the real kindness of this motorman. He said to her, "When the car stops, I will assist you". When it stopped, he hastily took her two bags, placed them on ground in the safety zone, assisted her off,

and quickly got back and started the car with no time lost. He was so quick, efficient and a gentleman, neat and clean in appearance.

"And I too noticed that if any patron asked a question he answered in a quiet, kindly manner, without losing any time.

"He and about one other are the two first-class and capable men I have ever experienced on this line or any other.

"I do hope you appreciate this man. I do not know his name or anything about him, but his actions spoke for him." (P. G. Roberts, Div. 3).

MRS. K. SMALL,
5053 Buchanan St., Los Angeles.

"One of A Fine Lot"

"As I frequently have occasion to use the yellow car No. '3', I want to say, 'what a fine lot of men you have on that line, especially three or four, one of which I have his number—1099 (L. F. Robinson, Div. 4)' Sorry, I have not the others—always courteous, obliging, seeming never to lose their patience, and calling streets so distinctly, which is appreciated by strangers. We are so likely to offer our complaints in place of praise. I felt you would appreciate this little word of praise of your employes."

MRS. GEO. H. MOSHER,
601 S. Rampart St., Los Angeles.

Feels For Others

"Because I had had the European war headlines for breakfast this morning, I boarded the Beverly bus for town filled with thoughts of 'man's inhumanity to man'. But before we had driven many blocks, an incident occurred which didn't lessen Europe's tension but succeeded in making me feel that there are still some human beings who can 'feel for others'.

"At one of the corners, your bus stopped longer than seemed necessary. I soon learned the cause. In the middle of the busy street lay a handsome dog, too injured to move. His feeble barks seemed to concern none of the other busy motorists, but our driver took time to carry him gently to the side of the road. Before we were out of sight, he had ceased his frightened bark.

"If God remains patient, we may some day have a race of men who refuse to

CITATIONS



kill. In the meantime, we must be thankful for the few as willing to bind up the world's wounds as your driver No. 237 (R. L. Griffith).

HANNA JENSE,
146 N. Martel Ave., Los Angeles.

"Praise Worthy Operator"

"I wish to pass on a word of praise and worthy mention to Coach Operator No. 146 (D. J. Braund) on the Florence-Soto bus, 1919, on Sunday, September 25th. His courtesy, his kindness and watchful care at the wheel, drew my interest and attention. I have ridden your lines for 14 years, and I hope to ride with this praiseworthy operator again."

J. W. VANCE,
223 E. 84th St., Los Angeles.

"Courteous and Thoughtful"

"Last evening while riding on the '3' car I saw the motorman do one of the nicest things for an elderly lady.

"The car had stopped at Beverly and Larchmont to let her on; just at that moment her hat blew off and started rolling across Beverly Boulevard, and he jumped off of his car and ran after it for her, also helping her on the car.

"It was such a pleasure and joy to see someone so courteous and thoughtful, I thought you might like to know about it. His number on his hat was No. 2373 (J. R. Edgington, Div. 4)."

MRS. EUGENIA LAMBRETH,
564 N. Larchmont, Los Angeles.

"Remarkable Patience"

"Having been a patron of your company over a considerable period of years during which time I have observed service, good, bad and indifferent, I consider it a pleasant obligation when I meet extraordinary courtesy, to commend it. On the 'J' car yesterday evening during a quite busy hour I had the opportunity to observe extraordinary courtesy and alertness on the part of Conductor No. 1432 (E. W. Park, Div. 1). The way he always kept passengers advised of their exact whereabouts and his

patience in handling bewildered people was remarkable. I am not a habitual writer of letters of praise or commendation. I never met the Conductor in question nor do I know his name. I feel that such outstanding service should in fairness be called to your attention."

O. ALBERTSON,
1924 Park Grove Avenue, Los Angeles.

Our Mail Sack also contained Letters of Commendation for:

TRAINMEN

L. E. Adkins, Div. 1
J. D. Ball, Div. 1
O. L. Ausen, Div. 1
H. F. Keiser, Div. 1
G. L. Beckstrom, Div. 1
C. N. McMullin, Div. 1
P. R. Mossman, Div. 1
R. D. Murphy, Div. 1
R. O. Schweigert, Div. 1
S. H. ??, Div. 1
D. J. Weems, Div. 1
C. E. Benedict, Div. 3
M. J. Civey, Div. 3
H. L. Deu Pree, Div. 3
C. J. Etherton, Div. 3
P. J. Bowsby, Div. 3
I. Gasparro, Div. 3
F. O. Hebert, Div. 3
E. L. Jandro, Div. 3
B. E. Johnson, Div. 3
K. R. Kling, Div. 3
S. R. Leckey, Div. 3
E. C. Fisher, Div. 3
E. J. Flint, Div. 3
F. S. Leon, Div. 3
H. T. Parks, Div. 3
W. H. Pearce, Div. 3
W. Phelps, Div. 3
G. R. Perdew, Div. 3
P. G. Roberts, Div. 3
M. D. Porter, Div. 3
L. H. Sandford, Div. 3
W. T. Skinner, Div. 3
L. T. Staten, Div. 3

M. B. Taylor, Div. 4
E. E. Sooy, Div. 3
D. J. Thomson, Div. 3
C. H. Wheaton, Div. 3
J. M. Wilson, Div. 3
M. L. White, Div. 3
C. E. Vassar, Div. 3
R. A. Baudisch, Div. 4
C. W. Brown, Div. 4
L. F. Beeson, Div. 4
A. H. Robinett, Div. 4
L. F. Robinson, Div. 4
P. H. Shortt, Div. 4
E. W. Starks, Div. 4
W. H. Welch, Div. 4
R. T. Melton, Div. 4
J. W. Bell, Div. 5
E. H. Bryant, Div. 5
F. J. Donnelly, Div. 5
L. W. Duncan, Div. 5
J. E. Laws, Div. 5
W. K. Nichols, Div. 5
T. H. Thoming, Div. 4
W. Watson, Div. 5
J. A. Wear, Div. 5
G. R. Vanhorne, Div. 5
E. B. Anderton, Div. 5

OPERATORS

R. W. Acres, Inglewood
R. J. Bloodgood, Wilshire
D. J. Braund, Florence-Soto
L. H. Brugmann, Crenshaw-Vine-La Brea
C. W. Courtney, Crenshaw-Vine-La Brea
G. C. Gilliland, Virgil
D. L. Gladwell, Alvarado
R. L. Griffith, Beverly
O. R. Jordan, Sunset
W. A. Knight, Virgil
F. A. LeGro, Normandie
L. T. Millsap, Wilshire
F. D. Odom, Figueroa
T. G. Scott, Olympic Blvd.
L. B. Sheehan, Florence
F. W. Stevens, Virgil
H. A. Walters,

A T T H E



CHARLES H. HARDY

The Artho Credit Union of the Coach Divisions is growing rapidly, with over 400 members on its books at the time of this writing. These members already have current savings of over \$5000. About 180 have taken advantage of loans made under this attractive plan. Ray A. Buffington is the new president of this branch.

Charlie Lyle and his family enjoyed a fine vacation trip to Florida. The 7600 mile trip was made without trouble in that old gas chariot he picked up a couple of years ago for \$30.00. Only 5 quarts of oil were used during the entire trip. In one place, someone drained his gas tank, and as kerosene was the only fuel available, he used that until a gas station was reached.

Johnnie Sherwood, who recently left the service to become a police officer, also became the father of a 9 pound boy.

N. Miller's safety group dinner in Santa Monica was a gala affair. The operators and their appetites were conveyed to the function in a coach expertly driven by A. Kaplan. Harold West gave the outstanding speech of the evening. Miller introduced a unique crossword puzzle dealing entirely with safety suggestions. It took him several weeks of spare time to compose this interesting educational feature. Lewis is reported to have consumed six helpings of chicken, including gizzards. According to all reports, the evening was enjoyed by all.

Operators D. Garner and A. B. Rohrbeck have just returned from a

very unsuccessful deer hunting trip up around the Mt. Shasta district. They say it is just a little too much to hunt in competition with 4000 others.



Mr. Robert C. Blair, 94-Year-Old Civil War Veteran a Regular Passenger With Veteran Coach Operator Ben B. Townsley.



F. F. ROBEY

Division One

Lee Sherrill and wife spent a very enjoyable weeks vacation this month visiting the Grand Canyon and Flagstaff, Arizona.

We wish to extend to Mrs. Betty Welch, our deepest sympathy, because of the loss of her daughter, who died September 30.

E. M. Angel reports that his wife is rapidly improving, since she underwent an operation.

Division Two

All Mechanical Street Inspectors have had their Vacations and are now back on the job.

H. T. Brown (Babe), Mechanic at 7th and Broadway, at nights, was off during Legion Convention week and was able to take in everything and he said he did not miss anything.

W. Beck and wife spent a week driving around the Northern part of the State and had a very enjoyable time.

Division Three

Ed Muse was off sick for a couple of weeks, but is perking around better now.

V. C. Gravely returned after being on the sick list for three months. He is sure glad to get back.

V. D. Cook is a proud Poppa now. Don't bust all the buttons on your vest, Cooky!

L. Harryman had another addition last month. He now has four boys in a row!

The Credit Union is going strong at Division Three. Investigate it, if you need money or have some to invest.

J. Doovas, F. Marshall and A. Dickenson enjoyed their vacation with pay, during the last month. Sure nice, eh, boys?

M. Belden is running competition to W. Alport, trying to raise a mustache.

Division Four

Everything quiet on the "Pico and Georgia front".

Raymond Scudder of Division Four and J. T. Marsden have traded shifts temporarily, just so Marsden

DIVISIONS

can learn more about the new cars and naturally Scudder will tell the Division One boys a few things about them, as he has been working on these cars.

Division Five

H. Hunt was transferred back to Division Five from South Park Shop. Glad to have you with us again, Harry!

Acting Foreman, G. P. Macqualter, returned from his vacation in good condition. He says it's the swimming that did it.

G. P. Macqualter, E. Hess, R. Fulton, J. Ross and H. Williams are taking night swimming at Inglewood High School.

A. Duncan got a ticket for too bright lights, from the Riverside Highway Patrol. Better change to 21 candle power, Andy!

Frank Shapo made a trip to Mount Palomar and Henshaw Lake on his vacation. He also is sporting a new pair of eye glasses.

Clerk C. R. Fulton's wrist watch is now ready for the general overhaul. He gave it a bath in the plunge. Better make sure it's off next time, Ray!



Division One
R. C. RUGGLES

Last month, our Catalina trip was future news and this month it is past. So many of our men have come to me and spoken of the good time had by them and their families, that I think it is fitting at this time to print a letter given to me by one of them.

"Mr. and Mrs. M. D. Anshutz wish to thank the Division One baseball team for their kindness all through the season and on the trip to Cata-

lina Island. Here's hoping we win next year and are able to make another trip."

It would have been wiser if V. B. Jones had told Clerk Brennan what was in the package he handed him. It proved to be a dozen eggs, which were slightly cooked when Mrs. Jones used them the next morning. The reason being, that Mr. Brennan be-

coming chilled, turned on the heater on which the eggs had been lying.

H. H. Markhage, who was employed by the Company August 14, 1903 has been appointed Flagman, effective October 1, 1938. Habits of years stay with you! On coming to the window the other day, he looked over the list to see if he had any short slips.



"Let's Get Going. You'll Never Find That Token."



1 Year Old Son of Mr. and Mrs. C. E. Baker (Car Repairman, Div. 1).

The following men took extra time off along with their vacations: H. R. Myers, on a trip to Iowa; M. R. Johnson; L. F. Mitchell; T. B. Marks; G. W. Farley; G. V. Henderson; G. L. Stoddard and O. H. Burton.

The following men have been on the sick list for some time, and anyone who wishes to visit them, may secure addresses at the office: A. E. Fontaine, W. H. Dyson, E. C. Huff, F. H. Neville, E. G. Conrad, J. E. Kenny, A. N. Johnson, J. C. Crowley, W. E. Bliele and J. A. Hunter.

L. P. Booth has returned to the platform service from the Traffic Department.

We are happy to report that E. G. Rehn has returned to work after an operation.

"Wrong Ways" F. Hawley and C. R. McGuire, took a run out on the "S" line, and instead of following the regular route, took the wrong direction which eventually led them to the Superintendent's office.

Supervisor E. F. Osborne has returned from a three weeks trip to Texas. Reported a swell time visiting old friends.

Our stenographer, Miss Goldstrauss,

is on her vacation at the present time. Clerk D. B. Kohl is pinch hitting for her.

Treasurer, H. B. Mann, gave me some data on our Federal Credit Union: it has 156 members, \$635.00 has been deposited, and 23 loans have been made totaling \$520.00. The purpose is to promote thrift and habit of saving among employes, also to afford a source for members to borrow money for provident purpose at a low rate of interest.



Division Three

In the person of Operator S. L. Bragg, Local No. 3 of the Transportation Union of California has some super-salesman. While it is rather early to begin planning for Christmas, Mr. Bragg has gotten out a program for the big Christmas party to

be given by this division and has sold more than \$150.00 worth of advertising space. That the party will be a big success is an assured fact, when such men as he are behind it.

It was quite a shock to all the men of this division to hear of the death of Mr. Harry T. Tuttle, former Manager of the Car Barn Cafe. Harry, as he was known by all, was not only a first-class restaurant man, but a first-class friend—always accomodating and willing to help the men in every way possible. To Mrs. Tuttle and daughter, the men of Division Three extend their heartfelt sympathy.



Division Four

C. J. KNITTLE

It is hard to believe that a news famine has struck Division Four, yet, from all appearances, our galley of

THERE'S ALWAYS HARMONY IN THE ALWES FAMILY



Motorman O. H. Alwes (Div. 3), Harold Alwes, George Alwes and Daniel Pierce.

newsworthy items is astoundingly low. This situation was caused to some extent by the sudden lull in Company athletics. The baseball season ended too soon and the opening of the basketball activities are still in the offing. Then, too, Dan Cupid and John Stork evidently went on vacation and left us without a "Bell" or a "Yell" to rave about. Rather than stuff the column with worldly issues—the new Mayor—Civil Service scandals—ham and eggs on Thursday—we will just relate the news on hand and hope we shall be able to give a better account next time.

Although no plans for the new basketball season have been announced, Division Four's hoop artists met on October 10th, elected C. W. Brown as President and H. Andrews for Coach. Superintendent W. H. Snyder assured the men his office would cooperate in every way to make it their most successful season. On October 17th, twenty players assembled at Manchester Playground for try-outs. The majority showed excellent knowledge and skill. President Brown and Coach Andrews are still huddling over the question of who shall be the first-stringers.

Operator "Pat" Stevers who managed the Division Four baseball team last season left October 11th on a 21 days leave with Motorman and Mrs. L. J. Cassidy for Saskatchewan, Canada. Before leaving, Pat gleefully informed his friends that if passports can be arranged, he will be accompanied on the return trip by the object of his affections, or rather, the new Mrs. Pat Stevers.

Latest reports from the Lary Four Credit Union will, no doubt, please its 233 members. Over \$2500 has been deposited and 72 loans totaling \$2340 have been made. At a recent meeting of the Board of Directors, Treasurer, L. D. Gordon, requested the Board to accept his resignation and permit him to remain in the less arduous capacity of Director. The resignation was accepted under

these terms and J. P. Lipscomb, well adapted for the position by previous banking experience, was unanimously elected Treasurer. An audit of the books revealed them to be in excellent order.

A new schedule for Line "P" went into effect Sunday, October 9th. The shake-up was held October 5th and 6th. One full run was added.

Extra Clerk T. O. Latham was breaking in for Receiving Clerk and Operator Charles Benton was being taught the intricacies of the duties of a Division Clerk at this writing.



Larry Smith (Conductor- Div. 4) entertained a friend who is taking this Japanese rooster to the New York World's Fair. The rooster is 4 years old, and has a tail 15 feet long. He is owned by J. E. Pepin of 121 West 93rd Street.

Stepdown or Setdown

An inebriated man boarded a streamline "P" car downtown a few days ago and after paying his fare, requested the operator to "throw" him off at Union Avenue.

Approaching the requested street a few minutes later, the operator called "Union Avenue" and stopped the car. No one moved.

"Union Avenue!," he called again. "Hold everything!," shouted the

inebriate, coming to life and scamp-ering to the door, "Open up!"

"Step down", called the operator.

"Let me out!" bellowed the man.

"Step down! Step down!," repeated the operator.

At that instant a women discovering it was her destination, dashed into the exit way, stepped on the treadle and alighted. The operator, observing his dash light signal go off, then on, indicating that alighting passengers had cleared the steps and the doors had closed, proceeded on his way.

Shortly after, the car arrived at the terminal. The operator rose to relax. Then something caught his eye. He glared—he gasped—but the shock held him speechless. Half way back, in the car sat the inebriate.

"Why Mister?," the operator stut-tered finally, "I thought you got off at Union."

"No, No", replied the patron, "One of them streets looked like Union but you kept the door shut and yelled 'Set down! Set down!'".



FRED MASON

Well folks, you all remember the great Minstrel Show we had last Thanksgiving Eve. Well, this year, it is going to be even a better show. That busy promotor, Conductor Roy Platner, is hustling around getting together all the talent and material for "A Show Boat" and from advance reports, it is going to make the "Normandie" look like a row boat. It is going to be a big affair, and the date, time and place will be published in plenty of time for you to be able to make your reservations.

With the Fall of the year here, we find all the summer vacationists back and just a few of the boys taking off more than their regular week.

Motorman, Melvin Schultz is away for three weeks; he and his dad taking one of their regular trips to visit relatives in Glendale, Arizona.



Gary, 2½ years, and Gene, 1 year, sons of Motorman (Division 5) and Mrs. G. R. Vanhorne.



Shops

F. ARLEIGH FRAZIER

O. Rivers, known to the shops as "Windy" Rivers, has increased his elocution habits so greatly that Warren Brown and Erny King have requested his absence during the homeward ride, as they didn't want radio interference at a time when silence is golden.

W. W. Huskey didn't break into print last month, so D. E. Dent of the drafting room called to cancel their Two BELLS subscription. Well, we can't help it if Huskey behaved himself for a whole month.

The big, full, bright and gorgeous moon of Sunday, October the ninth, played a joker on Bill Reed, in that it had him up getting his breakfast and off to work at 11:30 P. M. His wife rectified the error and brought

him back home from the corner. The Nightwatchman's list has him eligible for the graveyard shift.

Bill Reed wants Jack Bailey to know that he got the deer that he missed last year, and that it still had Jack Bailey's rope all tangled up in its horns.

Otto Purcell insists that Newport Beach is the best place to acquire a golden sun tan, but he says you must have at least 30 days to get an enviable one.

Bill Thun is another who believes in a months vacation. He journeyed to North Platte, Nebraska to enjoy himself.

Football practice is strenuous and dangerous for W. H. Corwin of the Winding Room, for his children got him all wound up and he came out of the huddle with a sprained ankle, and had better stick to badminton.

The East and an old position was

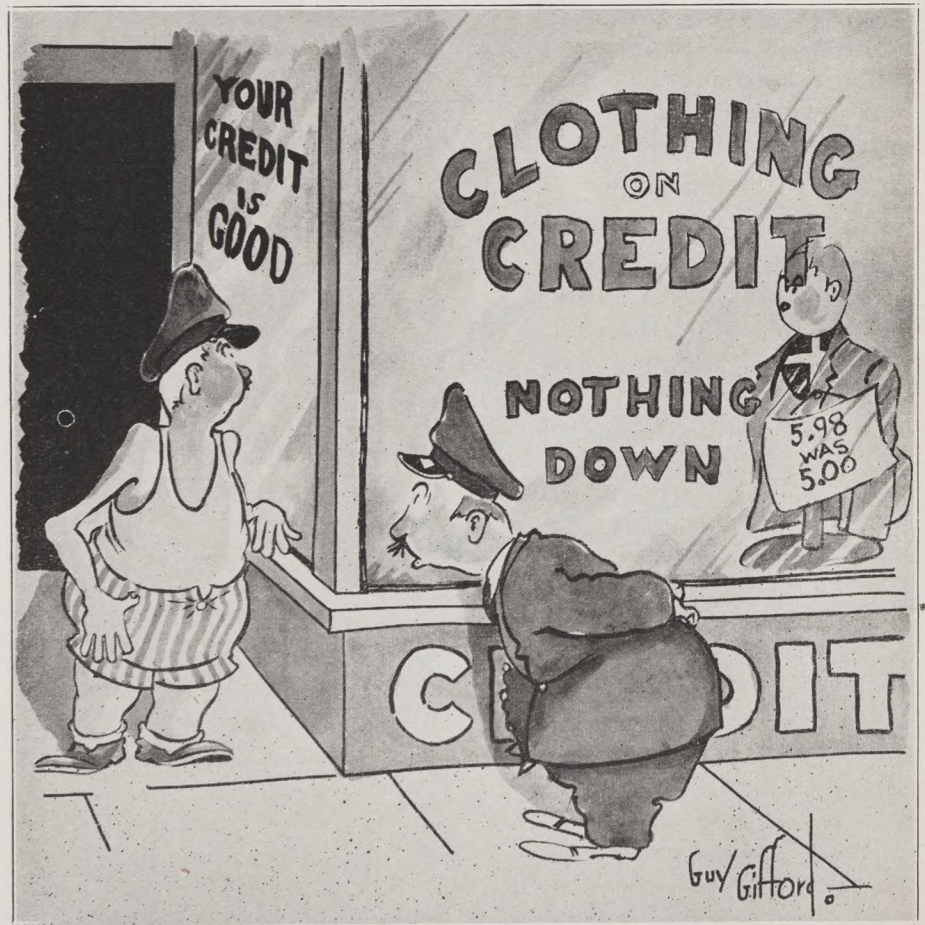
Conductor M. B. Allred will be off for three weeks, having been called back to Neola, Utah, on account of his mother's illness.

Conductor C. D. Waldrop is back on the job, after a very enjoyable thirty days vacationing with relatives in Amarillo, Texas.

Back from Mount Sterling, Illinois, we find Motorman W. Buss. He was gone for thirty days and reports a good time, and adds that he is glad to be back in California.

Motorman L. W. Schoffner and his wife are back from their hunting trip at Bridgeport, but whether or not they bagged any game we have been unable to ascertain.

Motorman C. E. Randall turns in a "Believe it or not". Eighteen years ago in Panhandle, Texas, his mother lost her gold band wedding ring. She lost it in a field. Just a few weeks ago, Randall's father was plowing the field and he turned up the ring and it was in perfect condition.



"Did You Stall Them Off?"

the bait used to get Erny Shaw away from the Railway.

Harboring a splinter in his arm, caused difficulty for Tom O'Connell and necessitated him taking time off.

Your scribe regrets to report that Al Dillenger is again ill, and Charles Shelford has been ill all these many months since July. We hope they will rapidly improve.

Everyone is extended an invitation to make use of the practice basketball court in the east end of the paint shop. Come out and keep up to form and in form! It's good exercise, enjoyable as well as healthful!

Weather reports as to fishing, corn planting and rheumatism, in any or all details, may now be had. Just hunt up M. Bradley, the man with the "Official Insignia", for enlightenment.

As I heard some one say the other day, "Well, this is sure the best world I've ever lived in."

Tally-Ho.



L. F. SPARKS

The Vacation period is just about over, so pity the poor scribes who will now have to get out and rustle news. Vacations filled a lot of space. For instance, O. W. Wibe, who took an extra week in which to visit the old folk in Nebraska. He reports the country green from summer rains and good crops.

E. M. (Mac) Cavanaugh is still on the sick list but is improving and hopes to return to duty soon.

One of the axioms of the Fourth Estate is the lack of news connected with a man and a dog, unless the man bites first. BUT, when Austin Fleetwood goes so far as to forget his dog and he goes home without her, that is considered news in the Track Department.

In the news of today, there is a plethora of alphabetical references. We wish to contribute our share with the CC and the BBS, the CC being of course the Community Chest and the BBS standing for the Basket Ball Season.

The Community Chest has been a task well done. The Way and Structures Department again has gone over the top with a bang!

The Basketball season is getting well under way, with teams and schedules being lined up. Basketball, as a sport, has more paid admissions in the United States than either football or baseball. This may seem a broad statement when we consider the crowds at the stadiums during the football season and the World Series. However, when we count all the schools and colleges that have first and second string teams, together with the industrial teams, they more than offset the fewer though larger crowds. Let's get behind our teams and at the same time enjoy one of the fastest games there is! Only ice-hockey and jai a-lai exceed the game in speed.

Flash! A late item of news! Some thirty of the boys got together on Thursday, October 20th and enjoyed a venison barbecue. There was only enough venison for that number, and we wish to take this opportunity to let folks know we were not trying to be "High-Hat" by not asking more.

The work on the West Jefferson Loop is being pushed and will soon be ready for the new P.C.C. cars.

On the recent war scare the officer in charge of a British station in the heart of Africa received the following wireless message from the superior officer: "War declared; arrest all enemy aliens in your district."

With commendable promptness the superior officer received this reply: "Have arrested 7 Germans, 3 Belgians, 2 Frenchmen, 4 Italians, 1 Austrian and an American. Please say with whom we are at war."

16th Street Garage

The LARY M. & E. Federal Credit Union No. 2770 is progressing rapidly, with over 300 members. Over 100 loans have been made thus far. The Credit examiner who examined the books recently found the accounts to be in perfect shape.

G. Turner is the latest one from the Garage to serve on jury duty.

Miss Emerson and a friend narrowly escaped injury recently while out driving along Roosevelt Highway one evening after dark. A large piece of rock fell from the cliffs, hitting the side of her new car and damaging it to the extent of a \$50.00 repair bill. Although unharmed, the ladies were quite shaken up.

Anyone hearing weird sounds need not be alarmed and undergo examination for head-noises. It is probably only Jerry Smith practicing on his ocarina, that potato-shaped musical instrument!

The Garage was well represented at a house-warming held by the Willis Turners at their fine new home near Arcadia. It is reported that Willis is somewhat unnerved by the suspicion of having some of those comic strip "demons" on his property. It seems that the other day, while admiring his growing corn stalks, he was startled to see some of them slowly sinking into the ground.

The youthful Henry Pree recently became a grandpa.

Clyde McNeil almost caused a riot on the Third Shift when he appeared with his hair marcelled.

Mrs. C. B. Lindsey, wife of our superintendent, suffered a severe cut to her hand when a fish bowl she was carrying was broken. Considerable surgery was necessary to connect the severed tendon to the thumb. We hope that her talent as a pianist will not be impaired by this accident.



ELECTRICAL



WALTER WHITESIDE

The long vacation period is finally drawing to a close, and with it goes the memories of a lot of swell times, coupled with a few disappointments, but, then, we are already looking forward to more good times next year.

H. W. Lawrence spent considerable time visiting the fishing regions in San Diego County. See him for detailed results.

W. R. Rhoads, J. Knapp and R. A. Horn spent their vacations around home and making local trips.

When Gene Brox left Utah he tied a baby deer to a tree, intending to keep the deer there until he could find some Los Angeles hunter who has been hunting year in and year out to no avail, and when this person came along Gene intended to hook him plenty. Well, that he appeared in the person of Heinie Messner, and at this time, Heinie wishes to extend to all of the members of the department a venison dinner party to take place immediately upon his arrival home. We will see you there! Thanks, Heinie.

Ira Hearne spent two weeks tramping the hills of Paso Robles with the National Guard, in August, and he was so tired when he returned, he spent two weeks just lying around the house.

W. R. Pollard enjoyed local trips around Southern California.

We didn't realize Bill Boyd looked that old—anyway ask him.

During the recent Legion Convention, Frank Maloney was on the reception committee to meet the members of his Company. The train was due to pull in at 4:00 P. M., and the reception committee met at 10.00 A. M. to complete plans and be at the station on time. Rumors have it that the Committee couldn't find the station!

Where were you on the night of October 7th? The following men: R. Davis, A. J. Urban, Leo Maag, F. Archer, L. H. Leusch, M. B. Smith, W. Roark and C. G. Hunter, under the supervision of O. J. "Smiles" Moser replaced over a mile of trolley wire on Hill Street in four hours on that memorable night. This is certainly a world record for other companies to shoot at.

Another record job turned out by the Line Department during the past month was the construction of the Jefferson Loop in four days.

VIRGIL & Santa Monica



Coach

D. S. COBURN

On October 6th Accident Group "B" from Wilshire Blvd. line enjoyed a banquet at Ocean View Cafe at Ocean and Broadway in Santa Monica. The two guests of the group for the evening were Assistant Manager D. D. Canning and Chief Dispatcher G. R. Troutwine. After the dinner there were several speakers. The group then were given a crossword puzzle to work, which was made up by their group head Supervisor N. K. Miller. The puzzle was made up of words pertaining to safety. At the close of the banquet drawings were held and several prizes were given away. The trip was made in a special coach from 16th St. Division and the ride was enjoyed by everyone.

The group expresses their thanks and will endeavor to show their appreciation by reducing the accidents.

Operator J. C. Pike has resigned to take over a small business for himself.

The extra board men are getting a break in working Operator Humber's run while he is off on sick leave. He is nursing a broken hand which he claims was injured while cranking a car.

The new schedule now in effect on the Vine St. line is drawing many

favorable comments from the operators. The schedule provides more service and additional running time.

Howard Davis of the Mechanical Department has finally given in and is now adjusting himself to routine of married life.

LATEST ADDITIONS TO LARY LIBRARY

POPULATION

The Problems of a Changing Population. National Resources. Committee. May 1938. Third report of the National Resources Committee. Discusses some of the major problems of our human resources and gives data on population trends.

PHYSICS

Thermodynamics. Winston. 1937. A practical text covering the fundamentals of thermodynamics that are basic to the engineering field.

WELDING

Welding Rail Joints. American Bureau of Welding & American Transit Association.

ELECTRICAL ENGINEERING

Armature Winding. Moreton, Dunlap, & Drinkall. 1938. Construction, winding, and repairing of alternating-current and direct-current motors and generators, with practical connection diagrams.

PUBLIC RELATIONS

Public Relations: industry's major problem. 1938. Series of business papers published by McGraw-Hill.

INDUSTRY

American Industry. U. S. Chamber of Commerce. 1938. Brief descriptions of leading American industries.

PSYCHOLOGY

How to Influence Men. Swift. 1930. Psychology of leadership, personnel management, and mental efficiency.

Success Through Vocational Guidance. McKinney & Simons. 1937. An analysis of the various occupation requirements.

TIRES

How Tires Are Made. Firestone Co. 1938. History of tires and description of their manufacture.

MATHEMATICS

The Slide Rule. Keal, Phelps, Leonard. 1932. Simple explanation of slide rule manipulation with problems.

TRAFFIC

Oakland Traffic Survey. 1936-1937.

CALIFORNIA RAILROAD COMMISSION
Opinion and Orders. May 4, 1936-
November 29, 1937. (Vol. 40).

ECONOMICS

Industrial Price Policies. Public Affairs Pamphlets. 1938. What would lower prices mean to business? To profits? How are prices

set in our modern industrial system?

RECREATIONAL READING

On My Own. Knight. Autobiographical sketch of a girl reporter.

My Days. Eleanor Roosevelt. Mrs. Roosevelt's account of everyday life as "first lady of the land."

My Story. Eleanor Roosevelt. First Hand chronicle of the Roosevelt family.

MAGAZINES

American Business

Huntington Library Quarterly

IF THE BOSS WERE LOOKING ON

By J. COLLINS

SUPERVISOR OF SAFETY

William Shakespeare said: "Assume a Virtue, if you have it not." Can we make use of that idea, and apply it to our work?

A trainman is selected with considerable care. He must be temperamentally fitted for the work. He is trained before being allowed on the road with his new responsibilities. He is governed by definite rules. He is educated to an understanding of what those rules mean, and he is held responsible for observing them.

Group action, which is so necessary to the success of our organization, can only be effective when backed up by an individual observance of certain principles that are based upon experience common in practice, easily applied, but often neglected.

One of the most important phases of our work is that of dealing with people so as to avoid disagreeable situations, whether involving an accident, or merely an argument. You cannot get the correct view point of what this entails unless you inject a little feeling into your work, for this creates an interest which leads toward the best results. A poor life merely lacks interest. A poor record merely indicates a lack of interest. A train-

man who does not have the right appreciation of his responsibilities, and how to meet them effectively, can practically neutralize the good work of fifty other men.

A trainman who has had experience of one year in handling different situations, such as arise with him from day to day, should be successful in handling most any kind of a situation—he works today, armed with the experience from the lessons learned yesterday, and he should plan how to meet similar conditions tomorrow. You profit by experience only when you use the knowledge gained through past failures or successes. In reality, you are a public relations man, and by your actions reflect credit or discredit upon the organization as a whole.

Suppose a man is a "smart-Alex," careless, worried, lazy, selfish, or primitive minded—these are reflected by his actions. A man in such a state of mind does not understand the meaning of service. He does not have his heart in the work—therefore, if he wants to succeed he must start with his head, by applying himself to a practice that he does not feel—he must seek material from the outside,

and build up a "form" to assist him—a good start is to say "good morning" "thank you," "I am sorry," and lead up to "good night," as the case may be. He will soon learn that the form is better than nothing, empty as it may seem at first, but some day he will grasp the idea, and will never let go of it.

Using a form is merely an introduction to common courtesy. It may not appeal to some—it may not make sense, but it makes friends—it makes business, and creates a better feeling generally.

We cannot talk ourselves into prosperity, but we can, by our actions, keep from driving prosperity away from us—using the form changes the character of the individual, as well as his contacts in life. Let me ask this question—does a motorist observe the traffic laws when he sees a motorcycle officer? You answer it. There is nothing except his own thoughts to keep him from assuming an officer is watching him all the time.

Would you have had that run-down, or that collision with a pedestrian if Superintendent Bodley had been standing in the left-hand corner of your car, watching you operate?

You were peeved and started roughly, causing a passenger to fall, or a late passenger fell while trying to board the moving car—would these have occurred if Superintendent Healy had been standing by your side?

Would you have jumped that traffic signal or, because of too much speed, forced yourself into a position necessitating an emergency stop had Superintendent Snyder been watching you?

How would you approach Imperial Boulevard—would you double an electric switch—fail to pull down front trolley pole, or be involved in a collision of cars if Superintendent Boyd was riding in the front end of your car?

There is only one answer to these questions, and you know it as well as I do—then realize that these Superintendents are with you in spirit, and desirous of keeping you out of trou-

ble—do your part by assuming they are actually standing beside you, watching every move you make. When each man makes one-tenth of one per cent of an effort to do this, then, we shall have uniform group action, and prove that Shakespeare was right when he said “Assume a Virtue, if you have it not”—when you assume it, you have it.



CONGRATULATIONS TO:

Edward Lee, born to Motorman (Division 4) and Mrs. N. L. White, on October 1st.

Thomas Glen, born to Car Repairer (Division 5) and Mrs. W. G. Bender, on October 5th, 1938.

Edwin Wayne, born to Conductor (Division 5) and Mrs. L. E. Broyles, on October 17th.

Ronald Lee, born to Conductor (Division 5) and Mrs. B. A. Rich, on August 30th.

Kathleen Alice, born to Motorman (Division 5) and Mrs. J. L. Warren, on September 22nd.

Ginger Lee, born to Operator (16th Street Coach) and Mrs. V. M. Cowen, on September 14th.

Virginia Lee, born to Operator (Wilshire Coach) and Mrs. H. Thomas, on September 21st.

Wayne Wesley Smith, born to Painter (South Park Shops) and Mrs. Thomas Smith, on October 4th.

Marie Villalobes, born to Welder (South Parks Shops) and Mrs. Philpie Villalobes, on October 7th.



BEST WISHES TO:

Car cleaner, Walter Goode (Division 5) married on September 26th.

Operator G. R. Looney (Division 1) married on September 3rd, to Miss Jerry Randall.

NEWS OF LARY SICK FOLKS

During the month of September there were 32 employes confined to the hospital, which represents 328 hospital days. The cost of the hospital service was \$1,801.00.

Regret to report the deaths of two employes during the month of September, but there were no deaths among the wives of the employes. One of the employes who died was covered under our Group Life Insurance Policy.

During the month of September there were 174 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

RETIRED EMPLOYES



By D. L. GRAGG, *Secretary*

A special meeting of the association will be held the first quarter of November, to discuss the various propositions of the coming general election. Notices will be mailed to the Retired Employes, telling when this special meeting will be held. The wives are especially urged to attend.

Our October meeting was held Tuesday afternoon, October 18th.

Through the courtesy of the Atchison, Topeka and Santa Fe Railroad Company, we enjoyed seeing their famous motion picture “Conquest”. This picture was especially interesting to railroad men, as it showed the progress made in this industry.

APPRECIATION

Acknowledgements have been received by the company in appreciation of the kind thoughts and expressions of sincere sympathy extended to them during recent bereavements from Mr. John Knight and family, Mrs. Eveleen Baer Williams, and Mrs. Nellie Tuttle and Marcelline Tuttle.

OBITUARY

Harry Thomas Tuttle, on the Pension Roll, died October 2, 1938. He was born in Syracuse, New York, July 24, 1888, and entered the service of this Company as Conductor February 7, 1910, appointed Dispatcher January 2, 1914, appointed Manager of Restaurant Division Three, November 1, 1925, and placed on the Pension Roll February 1, 1938.

Mr. Tuttle is survived by his wife and daughter.

Walter Spencer Williams, Secretary to the Manager of Operations, died October 8, 1938. He was born in Downey, California, July 3, 1893, and entered the service of this Company as Stenographer in the office of the Assistant Superintendent of Transportation January 15, 1920, transferred to the Instruction Department April 20, 1920, transferred to the Personnel Department October 8, 1928, and to the Manager of Operation's Office July 16, 1931.

Mr. Williams is survived by his widow.

The wife of John Knight, Motorman Division 5, died October 11, 1938.

TRADING POST

FOR SALE—White and Silver registered King Pigeons, blooded stock. \$1.00 and up per pair.—R. J. Bloodgood, Wilshire Operator No. 510, 2833 Kansas Avenue, South Gate.

FOR SALE—Dobro, professional model guitar, resonator type, perfect condition, cost \$47.00. Will sell cheap. Want to buy late portable typewriter or swap for guitar.—G. I. Gurnea, LARY Coach Operator.

FOR SALE—A set of Tempo blocks and stand with lights and all, like new, for only \$8.00, for a quick sale.—Call R. M. Blaize at South Park Shops, or 136-76th Place, Los Angeles.

FOR SALE—1929 Hudson sedan. Good condition. \$50.00 cash. Call Wakefield 0531.

WANTED—Motorcycle, Indian or Harley. 1929 or 1932 model.—R. H. Alley, No. 719, Wilshire Coach Operator.

WILL TRADE—42 acre farm 10 miles south of Sedalia, Missouri, on Highway 65, for house and lot in Los Angeles. Farm is all under cultivation and has house, barns and drilled well.—G. D. Mothersbaugh, No. 59, LARY Coach Operator.

THANKSGIVING DAY! Try our famous Deglet Nour Natural "Desert Palm" dates. Finest quality at the right price. Mail your orders to Walter Whiteside, 820 Lary Bldg. 1-lb. box, 25c; 2½-lb. box, 60c; 5-lb. box, \$1.20.

"Where is the car?" demanded Mrs. Dulna.

"Dear me," replied Professor Dulna, "did I take the car out?"

"You certainly did. You drove it to town."

"How odd. I remember now that after I got out and turned around to thank the gentleman who had given me a ride, I wondered where he had gone."

TWO VETERANS

By CHAS. H. HARDY

Coach Operator Ben B. Towsley, like most Legionnaires, spent his vacation with the American Legion Convention, where he met many of the old buddies with whom he had been under fire "over there". His biggest thrill, however, was being guest at the home of one of his regular passengers on the Figueroa line. The host was Mr. Robert C. Blair, 94 year old Civil War veteran who fought 76 years ago when only eighteen. A warm friendship has grown between these two veterans. Mr. Blair, who rides both the Florence-Soto and Figueroa lines, sprints across at the transfer points like a young man of twenty. This fine old gentleman was born in Ohio on May 9, 1844 and enlisted in Sheridan's cavalry in August 1862. After fighting in many hard battles, including Gettysburg,

he was discharged in 1865. He is "Commander" of Stanton Post No. 55, Grand Army of the Republic.

Towsley was just eighteen when he quit high school and enlisted in July 1917. He put in 15 months foreign service, six month under fire in three major offensives, Aisne-Marne, Oise-Aisne and Meuse-Argonne. He also did the "Watch on the Rhine" when the smoke had cleared and was discharged May 29, 1919.

After marching with LARY Post 541 in the Convention parade, Towsley celebrated the completion of his 12th year with the LARY Motor Coaches.

The customer is not always right, but a good customer is never wrong. Our customers are good customers.

SEPTEMBER ACCIDENT RECORD

ACCIDENTS PER 10,000 MILES RUN

SEPTEMBER 1938

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

DIVISION 4	THIS MONTH	XXXX	3.3
	LAST MONTH	XXXX	3.3
DIVISION 5	THIS MONTH	XXXXX	3.9
	LAST MONTH	XXXX	3.4
DIVISION 1	THIS MONTH	XXXXX	4.2
	LAST MONTH	XXXX	3.3
DIVISION 3	THIS MONTH	XXXXX	4.4
	LAST MONTH	XXXX	3.5

Los Angeles Railway

