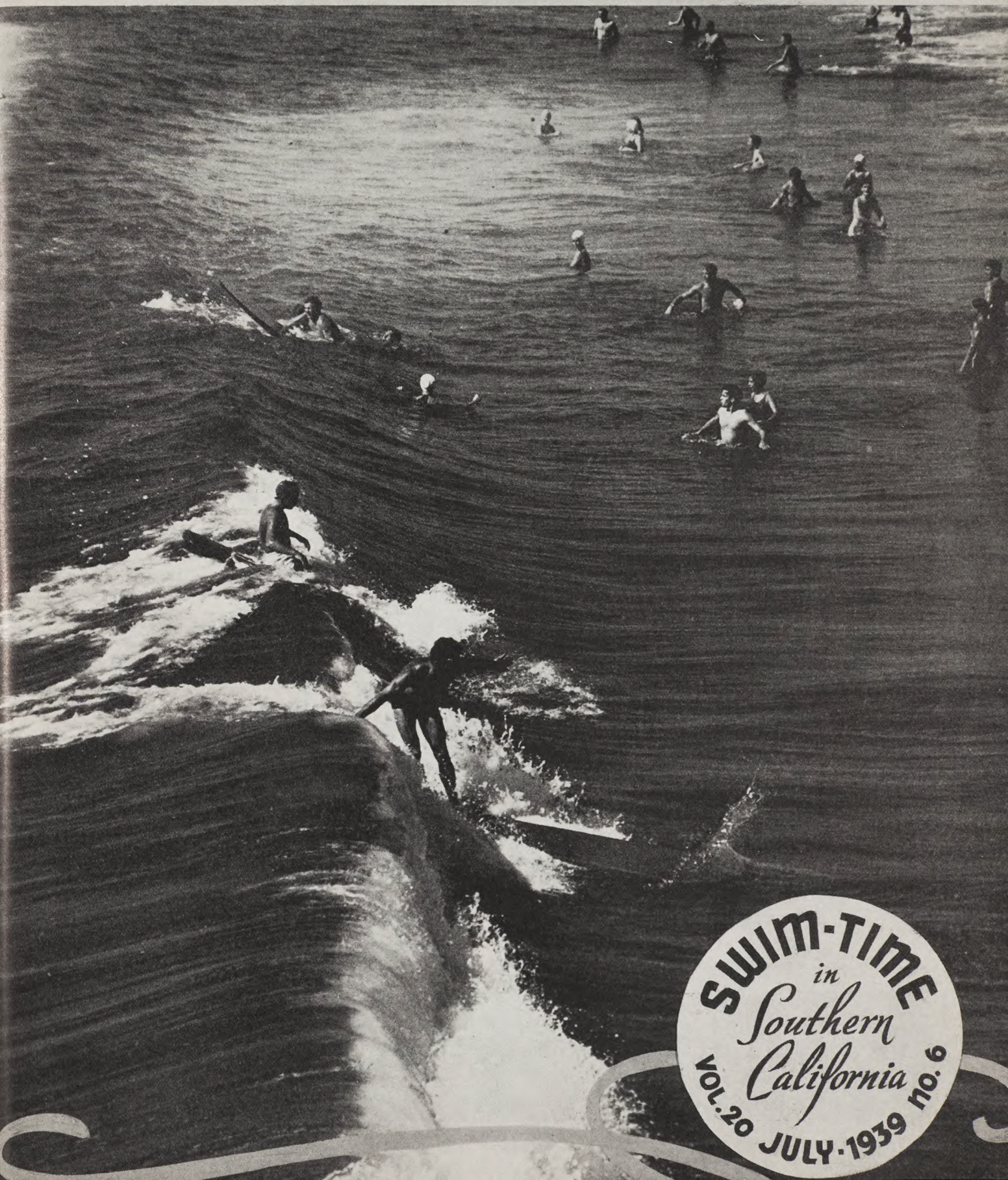


TWO BELLS



SWIM-TIME
in
Southern
California
VOL. 20 JULY, 1939 NO. 6

TWO BELLS

DIVISION SCRIBES

R. C. RUGGLES, L. VOLNER, C. J. KNITTLE, FRED MASON, CHARLES H. HARDY, F. ARLEIGH FRAZIER, D. S. COBURN, F. F. ROBEY, L. F. SPARKS, WALTER WHITESIDE.

Published on the First of Every Month for the Employees by the Los Angeles Railway

FRANK C. LYDIARD, Editor

Staff Photographer
HOWARD L. JONES

Staff Artist
GUY GIFFORD

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

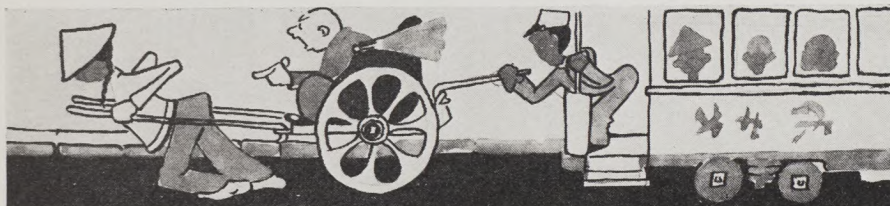
VOLUME 20

JULY, 1939

NUMBER 6

DOUBLE PUNCHES

Delivered by MUELLER



One of the minor repercussions of the "China Incident" for the people of Tokio is the resurrection of the rickshaw. This man-killing vehicle was already on the way to oblivion, but with the present-day scarcity of gasoline it has come into use again and now the streets of Tokio swarm again with rickshaws—which, by the way, are an invention of an American!

In Detroit, Bus Driver Guy Hinton, fed up with years of driving the same old route, felt the need of a change. He turned off his prescribed route, went left or right whenever he felt like it, finally just drove in circles. Said he to startled passengers: "You can't get off until I'm ready to stop."

—TIME Magazine.

All cars in Germany which are

older than 1 year have to have a blue lamp on the dashboard which lights up as soon as the headlights are turned on full force. This is to prevent drivers from blinding other cars by not realizing that they have not dimmed their lights.

A Conductor in Tilbury, England, has had many disagreeable words with his wife. All because he receives relief at such irregular hours that the good woman never knew when to have the dinner ready. But now peace has returned to the family. Every morning this ingenious conductor takes a carrier pigeon to work and as soon as he knows his relief time he releases it and the noble bird wings its way homeward—and dinner is always ready on time.



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"PATTERNS OF BEHAVIOR"

Wherein Are Discussed Different Types of Motorists
Encountered by Coach Drivers

CONSTANT practical studies in the "patterns of behavior" will make the observing operator a safer driver. He soon learns to be on his guard by observing the driver and the way a car is being driven. There are three big groups which merit close attention. The first and most dangerous is the "flaming youth" driver — our high-school youths who make our streets unsafe with "jalopies" urgently in need of repair. Studies made in Connecticut show that drivers under 25 years constitute only 23.15% of the driver population, but were responsible for 35.3 of all the fatal accidents, 1.52 times as many as the law of chance allows. A seasoned operator will therefore be prepared for anything when he hears the sound of muffler-free explosions thundering up behind him. These youths are not necessarily bad drivers, but they are the most reckless and the desire to show off for the benefit of the girl friend leads them to take chances. Not realizing that it takes more time and skill to stop a coach full of passengers than a 1927 Ford roadster, they have added grey hairs to many a coach operator.

Another driver that must be closely watched is the white-haired driver. With advancing age the reaction time slows down, the driver feels himself less secure, often bewildered and becomes therefore over-cautious. He is apt to creep along in the center of the street, to step on the brake pedal suddenly and with all his might for no reason at all, and to make sudden unexpected turns without giving signals. It is best to give him a wide berth.

So much has been said about the woman driver that this is really superfluous. Although the woman driver is seldom a reckless driver, she is inclined through the many

prerogatives accorded to her sex to carry this custom into street traffic. She is very apt to shoot through a stop signal long after it has been closed. But one of the most characteristic driving habits of women seems to be that they cut in too sharply after passing a vehicle. The seasoned operator has learned to slow down somewhat when a woman passes him, otherwise he will probably have her sitting on his front bumper.

In a city like Hollywood it is advisable to watch out-of-state cars very closely. Not only may they not be familiar with the local traffic rules, but the excitement of being in "Hollywood" often makes them forget common rules of caution. They crane their necks to see Bette Davis and Fred Astaire and do not see streetcars or coaches.

There is nothing in this article that is new to the experienced operator. It is simply a summary of some of the things he has learned in years of contact with the public and driving on the city streets. It is a salute to operators and motormen who have a responsible and nerve-straining job. To be on the alert every second of the time and to deal with a hurrying public in a correct and courteous manner, is a job that is not always fully appreciated by the public. Most of them realize and follow the slogan:

**Safety Plus Courtesy Builds
Good Will.**

SHOWER

A bride shower was given by Mr. and Mrs. R. L. Lathrop of Division Five and Mr. and Mrs. Lee of Division Four for the prospective bride of T. W. Lambert of Division Five. Why is it that secrets can't be kept? And who is the lucky girl?

CAN YOU ANSWER THESE?

Give yourself 10 points for each question answered correctly. A score of 80 or over is excellent and means you know more about your company than most—at least on this particular quiz. 60 to 80 is average. If you get less than 60, better brush up.

This is the first of a series of quizzes concerned with everyday facts about the Railway. If you have any questions of your own, send them in. We'll print them with the answers in an early issue.

ANSWERS ON PAGE 23

1. Approximately how many miles are operated daily by LARY street cars and coaches?
2. How many people does the company employ?
3. What are the chief duties of a supervisor?
4. What per cent of company income is paid out in wages
25%?
50%?
Over 50%?
5. The "P" line is one of our best known and heaviest traveled lines. Give its route from the western terminus at Pico and Rimpau to the eastern end at Dozier and Rowan.
6. How many manual substations are operated? How many automatic?
7. Of what material are the springs in our streamlined P.C.C. cars composed?
8. What is the "heavy gang"?
9. About how many rides are taken daily on LARY cars and coaches?
10. What is the name of and the distance covered by the longest line on our system?

NEW BOOKS IN LIBRARY

ANNUAL REPORTS

LOS ANGELES TRAFFIC ASSOCIATION. 1938.

LOS ANGELES CITY PLANNING COMMISSION. 1937-38.

LOS ANGELES BOARD OF WATER AND POWER. 1938.

DIRECTORIES

CONGRESSIONAL DIRECTORY. 1939. Biographical notes on members of congress; official duties of state departments; membership of committees, judiciary, foreign consular officers; plan of capitol buildings, etc.

HISTORY

HISTORY OF RAILWAYS

EMPHASIZING THE FRANK SPRAGUE INFLUENCE.

WIRING DIAGRAMS

SIMPLIFIED WIRING DIAGRAMS FOR:

Type P.C.C. Cars (Nos. 3001 to 3060 inclusive.)

Type "HL" Equipment Cars (Nos. 1151 to 1166 inclusive, 1201 to 1449 inclusive, 1501 to 1560 inclusive and 2501.)

Drawn by J. T. Watts.

MAINTENANCE

MAINTENANCE HANDBOOK FOR TRANSIT MEN. Practical solutions to many maintenance problems of operating men in street railway, bus, trolley bus and rapid transit companies.

CAR WHEELS

THE STORY OF THE CHILLED CAR WHEEL. 1939. A description of the manufacture of car wheels with illustrations from a talking picture on the subject.

MOTOR OILS

OIL AND GASOLINE ECONOMY. How automobile engines are lubricated and causes of excessive oil consumption.

TECHNICAL FACTS ABOUT MOTOR OILS. 1938. Results of Union Oil Company research.

TIRES

History of two great tire manufacturers and story of the rubber industry.

HOUSE OF GOODYEAR.

RUBBER AND THE GOODYEAR PLANTATIONS. (pamphlet.)

CHARLES GOODYEAR, a biography. (pamphlet.)

ROMANCE OF RUBBER. Firestone Company.

OIL AND FUEL

STORY OF THE STANDARD OIL COMPANY. McPhee. (pamphlet.)

POWER

THE DEVELOPMENT OF POWER. Wittick. 1939. History of the development of power: wind, water, steam, internal-combustion and electrical.

CHEMISTRY

PROCESS INDUSTRIES DATA BOOK. Charts covering the principle manufacturing operations of the chemical process industries.

PUBLIC RELATIONS

AT THE BAR OF PUBLIC OPINION. Jones and Church. 1939. "This book is one of the best treatments of public relations to date," says the managing editor of THE PUBLIC OPINION.

PUBLIC SPEAKING

PUBLIC SPEAKING FOR WOMEN Garland. 1939. A manual of sound methods and of examples of speeches by women for women.

SLIDE RULE

THE SLIDE RULE. Keal, Phelps and Leonard.

THE MANNHEIM SLIDE RULE. A self-teaching manual with tables of settings, equivalents and gauge points.

SLIDE RULE APPROXIMATION OF MOTOR CHARACTERISTICS. Electric Railway Handbook. Richey.

(History)

SAMUEL PEPYS, SLIDE-RULE EXPERT. Historical note showing that Samuel Pepys used logarithmic measuring ruler in 1662 and may have aided in the development of the slide rule. **Civil Engineering**. Nov. 1938. (article.)

Judge O'Flaherty: "Haven't I seen you here before?"

Prisoner: "No, y' honor. Oi niver saw but wan face that looked like yours, an' that was a painting of an Irish king."

Judge: "Discharged! Call the next case."

SERIES OF ADS PLANNED

The company has made arrangements with sixty-seven Community Newspapers in the city and vicinity to run a series of institutional advertisements to inform the public of interesting facts which heretofore have not been generally known except within the LARY family.

Reproductions of two of these advertisements are printed on the next page to give our readers an idea of the nature of the advertising campaign.

These first two copies tell of the part LARY has had in the building of Los Angeles and the amount paid each year in wages to the company's employes. These will be followed by ads giving facts relative to the amount of taxes paid by the company; the amount of equipment it is necessary to purchase each year; the annual costs of gasoline, tires, etc.; the number of miles of trackage; the amount of street paving and maintenance, and many other subjects of equal interest and importance to the proper operation of the company.

Two Bells feels that it is important that all employes know of this new program of the company, and future copies of Two Bells will show the other advertisements as they are ready to appear in the newspapers.

... And then, it's always a good thing to review what we know, so we suggest that we all read the copies as they appear in the newspapers and in Two Bells, and use the data given any time anyone happens to ask us what kind of a company we work for.

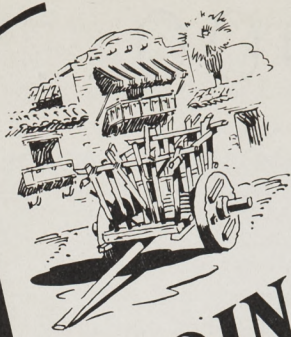
We feel sure that these advertisements will be of great interest to you as well as to the riding public and that, coupled with the well-known courtesy and loyalty of LARY employes, they will attract favorable attention to the company and its policies.

TELLING OUR STORY . . .

Our company is a vital force in the city's life. It is the right of our riders and the general public to be fully informed concerning its operation and activities. As one means of acquainting them with the Railway and ourselves who make the Railway, ads like those on this page are to be run in over sixty community papers through the coming months.

To the left is the first advertisement of the series which appears the weeks of July 23 and July 30.

To the right is the ad which will appear during the weeks of August 6 and August 13.



BUILDING A City

CLIMATE alone cannot build a city like Los Angeles. It takes good men, favorable power rates, abundance of water and many other things, one of the most important of which is streetcar transportation.

From the days of horsecars, mulecars and cablecars to the present, the Los Angeles Railway has done, and is still doing, its full share to build the city even greater.

The Los Angeles Railway

- Pays more than six million dollars a year in wages to its employees.
- Pays almost one million dollars a year in taxes.
- Purchases an average of over two million dollars worth of power, equipment and supplies each year.
- Paves and maintains an amount equal to 78 miles of the city's boulevards, 40 feet wide.
- Offers a per-passenger-per-mile fare at less than that of the average city.
- Operates daily, with streetcars and coaches, 114,000 miles, a distance equal to more than four times around the earth.



SIX MILLION dollars

Six Millions of dollars is a lot of dollars in any language and in any man's bank.

Yet it is the amount that the Los Angeles Railway pays its employees in wages every year.

In fact, this year the figure will be **Six million six hundred and thirty thousand.**

You think that the City of Los Angeles is a pretty big business, and it is, so when you know that Los Angeles Railway payroll is one sixth that of the city, you will realize the enormity of the investment required and the amount of rides necessary to meet such a payroll.

And, remember, it's a local company all the way through.

Remember, also, that almost every penny of this **six million dollar payroll** is spent in Los Angeles and stays in Los Angeles.

Quite an asset to any city... **All of us in Los Angeles would go a long way to get another business with a six million dollar payroll to locate here.**



ALONG ABOUT 1900 . . .

Company Veteran
Recalls Early
Days of
Local Transportation

By C. J. KNITTLE

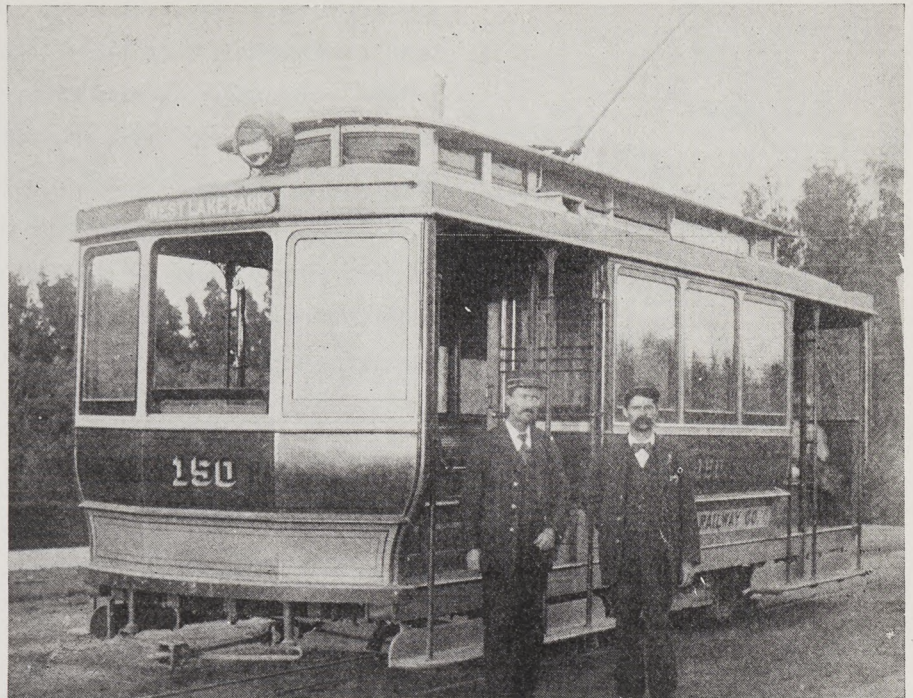
IT was a blistering August day in 1894 that William Z. Cleveland of Kansas City, Mo., stepped from a Santa Fe train and, after speaking briefly to a station attendant, headed toward the cable car line on First Street.

Fifteen minutes later, alighting at First and Main Streets, the newcomer studied the busy scene, the two-story buildings, a bank, two hotels, and a smattering of stores. Horse cars passed slowly by and cable cars but slightly faster. These and the usual quota of pedestrians, wagons and buggies contributed to make First and Main Streets the business center of early Los Angeles.

Soon young Cleveland, attracted to the modes of transportation, discovered to his surprise that electric cars with overhead power wires were also inaugurated in certain sections.

Los Angeles apparently was in that peculiar stage of development where the most primitive form of transportation was still of sufficient advantage to merit its existence. Twenty years previous, in 1874, horse cars had taken the place of omnibuses. But in the Fall of '85, the cable car, a refined edition of the crude form used in coal mines and adapted for passenger service, was introduced in Los Angeles.

These cars were propelled by having a "grip", controlled by a lever in the motorman's hands, seizing a moving underground cable. So long as the grip clutched the moving cable, the car went ahead. When it



Motorman Charles Coover, now mail clerk in Main Office, and former Conductor Mowers as they appeared "way back when."

was desired to stop the car, the grip was released and brakes were applied by pressing wooden blocks against the rail.

In January of '87, however, the electric (trolley) car entered the scene, the first line being installed on Pico Street between Main Street and Harvard Boulevard. Other electric lines soon followed.

A mental picture of the situation may be formed from Cleveland's following description of the various lines as he found them in those August days of 1894.

Horse Cars

Agricultural Park Line: (Single horse) Operates from Temple Street via Main Street to Agricultural (Exposition) Park.

Arcade Depot Line: (Team drawn) From Temple Street via Main and Fifth Streets to Arcade Depot.

West Ninth Street Line: (Team drawn) Route from Los Angeles

Street via Fifth, Olive, Sixth, Figueroa and West Ninth Streets to Grand View.

Cable Cars

Second Street Line: From Spring Street via Second Street to Belmont Street.

Temple Street Line: From Main Street via Temple Street to Belmont.

West Seventh Street and Boyle Heights Line: From Alvarado via Seventh Street, Broadway and First Street to Evergreen Street.

Grand Avenue and Downey Line: From Jefferson Street via Grand Avenue, Seventh, Main, Marchesault (North Spring), Ann Street, San Fernando (North Spring), and Pritchard to Valley Avenue (North Broadway and Lincoln Park Avenue).

Electric Cars

Six lines (called Divisions) had been installed and were designated

as the University, the Westlake, the Pico Heights, the Maple Avenue, the Vernon, and the Depot Divisions.

The two original cable lines, the Temple Street and the Second Street, were privately owned but 1894 found all cable and electric systems merged and incorporated under the name of the Los Angeles Consolidated Electric Railway Company, later named the Los Angeles Railway. In 1900 the horse cars rolled out of the picture and 1902 saw the last of the cable cars replaced with modern trolleys.

In the meantime William Cleveland packed away eight years of thrilling experience as a cable car motorneer and then, switching to the electrics added nearly three and one-half decades of service as a Los Angeles Railway motorman. Today, with forty-five years seniority and still in robust health, Cleveland has accepted lighter duty as a watchman of Company property.

Recently, in an interview, Cleveland was asked to quote some of the rules by which horse car, cable car, and early trolley crews were governed.

"Well, sir," he replied thoughtfully, "the only horse car rule I can recall is the one that read, 'Drivers must report with cap on and whip in hand.'"

"And about the cables," we urged.

"I have the 1894 rule book right here," he said, reaching in a desk and bringing forth a small leather-bound book, "I will read a few humorous ones:

"Conductors must not allow a horse to be hitched to or led from any part of the car.

"Guns, when not loaded, can be carried on open section free, but must be carried in an upright position with muzzles pointing toward the roof.

"Small luggage and parcels which can be carried on the lap may be taken but large parcels which would inconvenience oth-

er passengers must be placed in rear of motor space at owners risk and fare paid for same.

"Dogs may be carried on payment of 50 cents each. Ring up ten fares and make special report on trip sheet. Transfer dogs by punching 'Dog' on transfer given to person in charge.

"Motorneers, in case of trouble between conductor and passengers, should your service be required, give the conductor all the assistance in your power.

"Penny shall be accepted for fare and must not be thrown away.

"In case of accident, stop the car immediately, ascertain the name and residence of the injured party, render all possible assistance and telephone for the patrol wagon.

"The use of the feet to eject or prevent a person from getting on again after being ejected is strictly forbidden.

"When reversing the motor on electric cars to prevent accidents do not go beyond third point for then the wheels might spin around backwards and car would not stop as quickly as if they kept revolving in a forward direction.

"If a motorneer should at any time attempt to harass a conductor by not stopping for passengers on conductor's signal, the conductor must report same to the superintendent.

"The bell signals from motorneer to conductor are as follows: One stroke—Apply the brake immediately. Two strokes—I am ready to start. Three strokes—Let off the brake. Four Strokes—Come forward.

"Conductors and motorneers while riding on the Company's cars in citizen's clothes, must wear badge on outside of coat.

"Conductor must keep his car neat and tidy, and thoroughly free from dust inside and out,

windows washed and floors swept when necessary."

William Cleveland, the grand old man of the platform fraternity laid down the book, sighed, and with a smile that truly sparkled remarked, "That'll hold 'em for awhile."

"What was the rate of pay in those days?" asked the scribe.

"Twenty cents an hour," said Mr. Cleveland.

TRADING POST

FOR SALE—1 genuine maple wood, Monterey type, living room set; 1 genuine fumed oak living room table; 1 dining room mirror, 18"x36"; 1 bedroom set.—B. Lerit, 3760 Military Ave., L. A. (Palms Station) or telephone ARdmore 8-5732.

FOR SALE—Water heater almost new, also complete beauty shop equipment. A bargain.—George Borngrebe, 8946 So. Denker, or call Station 225.

FOR SALE—Twin baby carriage, very reasonable. Call or see M. A. Tudor, Virgil Division.

FOR SALE—Guitar, auditorium size, made by Tony Beal in 1900. \$12.00, also, WANTED—a good home for a part Persian kitten. Well trained.—R. L. Link, 4525½ So. Hoover.

THE MONITOR

By W. W. WEBB

16th Street Coach Division

See that bird
Settin' on that limb;
Hear his happy refrain?
He don't care if
The sun don't shine,
He don't mind the rain.
Don't worry 'bout things
He can't help;
Don't scold, or make a fuss
Little old lark
Got a heap of sense,
He's teachin' a lesson to us.
He sings 'cause he's glad
Jes' to be alive,
Ain't frettin' about
Sompin' he's heard,
Makes me feel kinda small
To think a man,
Has got to learn things
From a bird.

PERSONNEL NEWS

By R. A. PIERSON,
Superintendent of Personnel

During the month of June there were 23 employes confined to the hospital, which represent 186 hospital days. The cost of the hospital service was \$1,281.00.

Regret to report the deaths of seven employes during the month of June and the deaths of the wives of five employes. The employes who died were covered under our Group Life Insurance Policy and the employes whose wives died were all members of the Wives' Death Benefit Fund.

During the month of June there were 180 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

Thomas Jefferson Mooney, on the Pension Roll, died June 30, 1939. He was born in Catskill, New York, September 26, 1865, and entered the service of this Company as Motorman Division 1, September 25, 1901, appointed Watchman December 21, 1925, appointed Flagman December 2, 1927, and placed on the Pension Roll February 1, 1931. Mr. Mooney is survived by a son and daughter.

Ward Shelton, Car Repairer, Division 5, Mechanical Department, died June 30, 1939. He was born in Milton, Iowa, August 14, 1882, and entered the service of this Company as Car Repairer, Mechanical Department, October 18, 1926. Mr. Shelton is survived by his widow.

The wife of Warren Newton Cline, on the Pension Roll, died June 30, 1939.

Samson Ellsworth Edwards, on the Pension Roll, died July 16, 1939. He was born in Wisconsin, April 1, 1870, and entered the service of this Company as Conductor, Division 1, June 21, 1899, appointed Flagman

June 5, 1922, and was placed on the Pension Roll, August 1, 1927. Mr. Edwards is survived by his widow and two sons.

The wife of Robert Clinton Lawson, Motorman, Division 5, died June 28, 1939.

The wife of Orves Emmet Brown, Motorman, Division 1, died June 1, 1939.

The wife of Ysaac Duran, Temporary Laborer, Ways & Structures Department, died July 4, 1939.



BEST WISHES TO:

Coach Operator C. S. Rowland (Wilshire) married to Miss Jane Adeline Beardsley on June 8.

Motorman F. J. Sterten (Division 5) married to Miss Margaret Tadlock on June 18.

Automatic Substation Inspector, A. L. Barrett (Power Department) married to Helen G. Kirby on June 23.

Motorman George M. Leahy (Division 5) married to Miss Margaret E. Strong on June 30.

Motorman L. J. Eischen (Division 5) married to Miss Edna G. Dudden on July 1.

Conductor R. C. Walker (Division 1) married to Miss Helen Mae Yost on July 1.

Motorman J. D. Ball (Division 1) married to Miss Hazel Brown on July 1.

Conductor C. C. Crow (Division 1) married to Miss Olga Claudette Lee on July 12.

Motorman W. J. Thomas (Division 5) married to Miss Blanche B. Burr on July 14.



CONGRATULATIONS TO:

Patricia Adele, born to Motorman (Division 5) and Mrs. B. E. Haskell on May 29.

Royalene Cecilia, born to Conductor (Division 5) and Mrs. L. L. Meeker on June 18.

Barbara Jean, born to Conductor (Division 1) and Mrs. R. Stevens on June 25.

Vicky Lee, born to Mechanic (16th Street Garage) and Mrs. H. S. Holway on June 27.

Beverly Ann, born to Conductor (Division 1) and Mrs. D. A. Van-nice on June 29.

Paul Steven, born to Conductor (Division 4) and Mrs. P. H. Braham on June 30.

Michael James, born to Assistant Night Foreman (16th Street Garage) and Mrs. M. B. McInally on July 1.

Sandra Ann, born to Conductor (Division 1) and Mrs. O. W. Fleming on July 3.

Gill Alvin, born to Coach Operator (16th Street) and Mrs. J. E. Barnett on July 11.

APPRECIATION

Acknowledgements expressing appreciation of sympathy extended them during their recent bereavements have been received by the Company from Mrs. C. Heywood and daughter; Margaret Tower and Florence Temple, daughter; the Handley family; Lillian J. Engel and family; Mrs. Genevieve Wodd, Patrick and Mary Jane Wood; C. R. Meador and family; Warren N. Cline and family; R. C. Lawson; C. Orrell Ashton; and Mrs. Samson E. Edwards, Mr. and Mrs. N. N. Edwards and Mr. and Mrs. Elmo Edwards.

WOMEN'S CLUB

By MRS. C. A. EVANS

Sixty members of the Los Angeles Railway Women's Club enjoyed a luncheon and card party in their club rooms on July 13.

Mrs. W. G. Clardy, as chairman, planned, supervised and served with the assistance of her committee, a delicious luncheon.

First prizes were won by Mrs. Belle Weaver in bunco, Mrs. H. W. Bailey in five hundred, and Mrs. E. C. Tate in bridge.

A trip is planned to Rancho Los Amigos, the County Farm, on Thursday, July 27. Free transportation will be provided by the Los Angeles Railway buses, which will leave the club rooms at 962 West 12th Place at 10:00 A.M.

For reservations, which must be made by July 25, telephone Mrs. L. M. Coe, University 0744. Please do not cancel reservations as the company needs to know the exact number of passengers.

Bring your lunch. Coffee can be purchased at the County Commissary.

A trip to Catalina is scheduled for Sunday, August 13. For reservations, which must be in by August 1, telephone Mrs. A. P. Rucker, ANgelus 13994.

The round-trip fare from Wilmington is \$1. Reservations for a 50c luncheon on the Island can be obtained, also, from Mrs. Rucker.

A luncheon and card party is planned for Thursday, August 24, at 12:30 P.M. Reservations must be made not later than August 22, with Mrs. C. S. Wise, ROchester 3947, or Mrs. R. F. Dwyer, UNiversity 7087. Cost of the luncheon is 35c.

Members and prospective members, especially wives of new employes of the Los Angeles Railway, are cordially invited to attend the above mentioned events.

JINNISTAN GROTTO PATROL

A delightful banquet at the Diana Cafe, Pico and Norton, July 12,

was the scene of the annual election of new officers for the Jinnistan Grotto Patrol, a Masonic organization emphasizing the lighter side of life and commonly described by its members as being the Blue Lodge Playground.

Ralph Minnier, a Division Four trainman, was elected to preside over the Patrol in the ensuing year. A. E. (Billy) Vejar, incidentally a Division Four inspector, was elected Vice President. Harry Gearing was chosen for Treasurer and Ira Matern, a Division Four trainman, became Secretary. Publicity will be handled by Howard Saul.

All active Master Masons are invited to petition for membership in the Grotto and are assured that subsequent application for the Patrol will be given special consideration.

POST NO. 541, AMERICAN LEGION

Tuesday evening, July 18, 1939, Los Angeles Railway Post, the Auxiliary, and the Sons of the American Legion Squadron held a triple installation in the club rooms of the Patriotic Hall. A large and enthusiastic gathering was there to witness the installation ceremonies of the officers of our three groups for the ensuing year of 1939-40. The following officers were installed for the Post by Comrade Jack Raymond, 17th District Commander, assisted by the 17th District Ritual Team. Commander, R. H. (Bob) Manning; 1st

*Recently elected
American Legion,*

Post 541

Commander,

*Auxiliary President,
and Son's Squadron*

Captain were

R. H. Manning,

Bettie Leasman

and

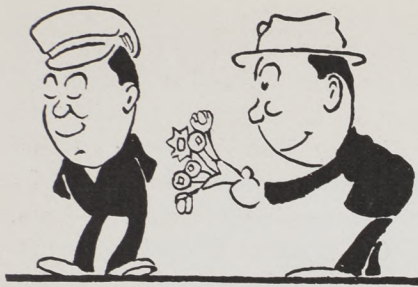
Melvin Carson.



Vice Commander, F. F. Favour; 2nd Vice Commander, Leroy Hobbs; Adjutant, Wm. Coverdill; Finance Officer, E. H. Logsdon; Chaplain, H. L. Myers; Historian, W. C. (Pop) Carleton; Sergeant-at-Arms, Charles Detrick; Assistant Sergeant-at-Arms, G. C. Gilliland; Executive Committee members, John Zellers, S. A. Carson, H. B. Marques, Leo L. Leasman and Past Commander A. J. Brehm.

The ladies of the Auxiliary were installed by Mrs. Jean Edelstein, 17th District President, assisted by the Auxiliary Ritual Team of the 17th District. The following officers were inducted into office: President, Mrs. Bettie L. Leasman; 1st Vice President, Mrs. Roma Burgess; 2nd Vice President, Mrs. Maudie Zellers; Jr. Past President, Mrs. Emma Marques; Secretary, Mrs. Marie Manning; Treasurer, Mrs. Margaret McCafferty; Chaplain, Mrs. Anita Brehm; Historian, Mrs. Mary Favour; Sergeant-at-Arms, Mrs. Elizabeth Hinson; Marshall, Mrs. Elena Detrick; Executive Women, Mrs. Hester Coverdill, Mrs. Lou Murphy, Mrs. Oda Dell Smith.

The Sons were installed by Capt. Ralph Kelly of the 23rd District, assisted by the 23rd District Team. Captain, Melvin Carson; 1st Lieutenant, Wallace Nowak, 2nd Lieutenant, John Carson; Adjutant, Leo Gordon; Chaplain, George Mattern; Finance Officer, Harry Carson; Historian, Geo. Gilliland; Sergeant-at-Arms, Earl O'Rouke.



"POLITE AND COURTEOUS" . . .

"I have lived in Los Angeles for several years and have at various times intended writing to your company not to complain but to give bus or street car number, and explain a courtesy act by the person in charge of passengers or to myself but neglected to do so. Will take this opportunity to report that on July 20 last, on Avalon Boulevard at 53rd Street, time 6:50 p.m., my son and I boarded an "S" street car, southbound and that the conductor of this same street car was a very polite and courteous person. He deserves some mention and praise and I was really benefited greatly by the fact that he waited for me to board after he saw me hurrying for a distance of a block. I made a quick connection with the Manchester bus on Central at Manchester and by so doing got home in time to go on duty at proper time to work. This conductor No. 2112 (A. W. Ehlers, Div. 1), car 1335, just want to say he deserves a good word. I've ridden your cars and buses for eight years and have no complaint whatever."

MRS. P. ALLISON,
8405 Elm St.,
Los Angeles.

EFFICIENT . . .

"As I have been riding on your street cars for the last 34 years I have taken notice of the conduct and efficiency of the conductors and motormen. My attention was particularly attracted to conductor 1734 (X. Bryan, Div. 5) on the "F" line. This man handles the public in a most efficient manner, both for the company and the patrons, and is extremely courteous at all times.

"When I see these traits exhibited in a man, I think it the proper thing to inform his superiors of this fact."

S. MORRISON,
805 West 50th St., Los Angeles.

SHOWED PATIENCE . . .

"I wish to take this occasion to thank you for the splendid courtesy extended to the delegates who were in attendance recently at the Northern Baptist Convention held in your city.

"Not having an auto, I had occasion to use the street cars as often as six and eight times a day in going back and forth to the Shrine Auditorium where the sessions were held. Not only did the people appreciate the magnificent equipment on the "J" car line, but they appreciated the splendid courtesy shown by your men who operated the cars. Many of us were comparative strangers in the city and also unaccustomed to street car lines, but your men were thoughtful and helpful and manifested patience and good will and answered questions readily and with a smile. It was a real pleasure to ride your cars.

"We soon discovered the dollar a week plan and that too was much appreciated by the out of town people. I for one want to thank your men for the fine way in which they cared for us who were wearing the official badge of the convention.

John 5:24."

R. S. BEAL, Pastor,
First Baptist Church,
420 E. 4th St., Tucson, Arizona.

CONDUCTOR PAID FARE . . .

"Enclosed herewith please find 7c in stamps, same being to pay for carfare this morning. This was with conductor 957 (V. G. Tomlinson, Div. 4) who paid fare for me as I had no money.

"Also want to say that I appreciate courtesy extended to me and also the particularly nice way in which this conductor handled it.

"Thanking you, I remain,"

A. H. GRUPE,
ENCEBRETSON-GRUPE Co.
Shippers and Marketing Agents,
1231 E. 7th St., Los Angeles.

SERVICE

EXPRESSES APPRECIATION . . .

"I wish to take this opportunity to express my appreciation for the kindness shown me by motorman No. 1887 (W. Hermann, Div. 1) on the "B" line the 4th of July. I was on my way to work and he stopped for me, otherwise I would have been late.

"The public surely appreciates the courtesies shown by your employe."

MRS. W. BOERNER.

No address shown.

COACH OPERATOR 558 . . .

"Who is bus driver 558? (G. M. Congdon, Wilshire). A couple of weeks ago, Tuesday evening, June 13, I attended a press preview at Carthay Circle and went out on his bus. He was courteous to me when I entered, and as we went along, I noticed that he had a friendly smile for everyone. By the end of my destination I had a feeling that he enjoyed his work and that putting himself out for his passengers was a part of his service. It's fellows like this one that make bus riding a pleasure. Please give him a pat on the shoulder for those of us who appreciate such an attitude.

"I'd have written sooner, but have been laid up for over a week with the 'flu'."

VICTOR MAREK,
1610 N. Normandie Ave.
Hollywood

COMMENDS HONESTY . . .

"I wish to commend the honesty and courtesy of one of your employees, a conductor on the "2" line. His number is 3118. (C. E. Kerns, Div. 3).

"In reaching in my purse for fare, I accidentally dropped a five dollar bill. I had not noticed my loss until this conductor approached me and asked me if I had lost anything. Upon investigating, I found the bill missing. The bill was returned immediately.

"This conductor deserves my sincere thanks."

ELIZABETH GLIDDEN,
3922 Homer St., Los Angeles.

SALESMEN



ABOVE AVERAGE . . .

"One becomes so used to contacting only the average in human relations that he perforce sits bolt upright, as it were, when he meets anyone who, through personality or intellectual qualifications, shows himself to be above the mass level.

"Figuratively speaking, my reaction was just that when, on Saturday, July 15, I boarded the "J" car for the neighborhood of Arlington and Jefferson Streets. Being unfamiliar with the district I asked the conductor No. 2886 (*R. E. Damm, Div. 4*) on his cap, to call the stop for me. His very pleasant smile, extreme courtesy, and congenial personality were at once refreshing and commanding of attention. He was versed in the most unusual arts of correct enunciation, pronunciation and grammar. His smile was spontaneous—not the mechanical mask one puts on or off automatically.

"Altogether he showed a wealth of background and training which I feel should not go unnoticed. I don't usually have time to write commendation letters, but this man, whoever he is, certainly is worthy of the best your organization has to offer."

KENNETH W. ROBERTS,
3665 Sabina St., Los Angeles.

"COURTEOUS TREATMENT" . . .

"I wish to report the very courteous treatment of Conductor 732 (*H. D. Plank, Div. 4*) on the Adams car. I went down town on his car from 6th Avenue and later it happened I returned on his car. His unflinching courtesy was outstanding, especially to all old people."

MISS NANNIE CLAYTON,
2415 6th Ave., Los Angeles.

From Our Mail Sack Also Come Letters of Commendation for . . .

Trainmen

V. E. Munyer, Div. 5
M. M. DeBrunner, Div. 5
O. J. Allen, Div. 3
X. Bryan, Div. 5
R. C. Timmons, Div. 3
R. J. Wiweke, Div. 3
M. L. Davis, Div. 5
S. B. Sowell, Div. 5
E. R. Auffart, Div. 4
C. Fisher, Div. 5
H. P. Casebier, Div. 5
H. A. Muse, Div. 1
F. R. Earl, Div. 5
M. B. Wickline, Div. 3
R. E. Gunn, Div. 5
E. A. Sears, Div. 1
J. Stillman, Div. 1
A. Caubet, Div. 4
L. G. Miller, Div. 4
P. L. Hunt, Div. 1
P. A. Draus, Div. 4
K. E. Weaver, Div. 4
W. W. Vance, Div. 4
H. Reinink, Div. 4
R. H. Balke, Div. 3
C. H. Hobaugh, Div. 3
C. F. Ritter, Div. 5
F. S. Leon, Div. 3
R. H. Melick, Div. 3
H. A. Renner, Div. 4
C. G. Hauck, Div. 4
A. H. McCarter, Div. 3
E. L. Lindop, Div. 4
G. S. Mattern, Jr., Div. 4
Z. T. Monroe, Div. 3
E. A. Crockard, Div. 3
G. D. Hibbs, Div. 3
W. H. Pearce, Div. 3
D. J. Thomson, Div. 3
C. A. Woods, Div. 3
O. D. Cox, Div. 3
J. R. Zimmerman, Div. 3
H. Smith, Div. 1
J. L. Morris, Div. 4
A. S. McFarland, Div. 4
N. A. Helfrich, Div. 5
E. O'Neill, Div. 1

E. N. Bliss, Div. 4
T. L. Clark, Div. 4
M. L. White, Div. 3
G. L. Musselwhite, Div. 5
J. M. Bothwell, Div. 1
O. L. McMichael, Div. 1
W. T. Morris, Div. 1
E. D. Walters, Div. 3
N. M. Metz, Div. 3
E. L. Jandro, Div. 3
A. Pfeiffer, Div. 3
I. Gasparro, Div. 3
H. D. Shier, Div. 4
E. D. Helwig, Div. 5
E. E. Wilke, Div. 4
J. T. Phipps, Div. 5
C. K. Stahl, Div. 5
C. P. Polin, Div. 5
E. B. Weaver, Div. 4
R. J. Hall, Div. 4
C. C. Collins, Div. 4
A. F. Crosby, Div. 1
S. K. Johnson, Div. 5
C. E. Dennis, Div. 3
J. L. Williams, Div. 1
L. L. Meeker, Div. 5
A. L. Bristol, Div. 5
L. R. Thompson, Div. 4
S. S. Wollam, Div. 3
W. T. Russell, Div. 3
L. T. Staten, Div. 3
I. T. Schuler, Div. 1
C. Larson, Div. 3
C. E. Davis, Div. 3
O. J. Yunker, Div. 3
J. W. Kasbeer, Div. 3
C. C. Dalzell, Div. 3
W. H. Munson, Div. 1
B. D. Cowdrey, Div. 3
H. P. Freburger, Div. 4
J. L. Bradford, Div. 4
R. E. Malcolm, Div. 3
A. A. Shewmaker, Div. 5
G. J. Bannister, Div. 5
J. Danek, Div. 4
M. O. Greer, Div. 3

Operators

E. M. Johnson, Highland Park
G. K. Stanford, Western Avenue
B. W. Weber, Hollywood-Long Beach

SOFTBALL

League Winds
Season on

Left: Standing, left to right—Claudino, Wood, Crawford, Serabia, Turner.

Sitting, left to right—Lane, Lockridge, Manager Lehmann. Mascot—Charles R. Crawford.

Center: Left—Standing, left to right—Whitaker, Burgess, Lendy, Ross, Salcido, Foreman, Ormston.

Sitting, left to right—Ogden, Manager A. Carmichael, Miller.

Below: Sitting, left to right—McNeil, Ralph, Boyd.

Standing, left to right—J. Carmichael, Lane, Manager Powell, Tudor, Ellis, Robeson.



16th St. Garage



South Park Shops



Electricians

SOCKERS

Up Successful

August 4

Right: Standing, left to right—Little, Wren, Ballinger, Cook, Stoner.

Sitting, left to right—Kissick, Kelley, Chamberlain, Manager Montgomery, Lusk, Mascot—Norman Montgomery.

Center, right — Standing — Taylor, Walton, Bell, Hall, Alison.

Sitting, left to right—Mills, Smith, Manager Cosner, Reno.

Below: Standing, left to right — Bingham, D. Hill, S. Campbell, Knox, Campbell.

Sitting, left to right — Veil, Pree, Manager Jones. Kneeling, left to right—Shapred, F. Hill.



16th Coach Division



Division 4



Car Cleaners

By CHAS. H. HARDY

BASEBALL

ONCE again Lary baseball enthusiasts are crowding the stands at Vernon Yard Ball Park to witness the revived battle for Lary League Championship honors.

A new playing schedule calling for three seven-inning games each Sunday, designed to make up time lost in the recent eight-weeks shut-down, is proving intensely interesting to players and spectators and will permit the teams to finish the season August 27.

In fairness to the rail Division players who were forced to work long hours with no days off during the recent change from one-man to two-man service, Ken Sloan, the new League President, influenced the teams to play for a Championship pennant this season instead of the usual President's Trophy.

The scores of recent games and standings follow.

JULY 9TH

At 9:30 A.M. R H E
 Coach 000 301 3—7 10 0
 Shops 020 000 0—2 7 3

Batteries: Murray and Braund; James, Means, O'Neill and Farmer. Umpire: Beck.

At 12:00 R H E
 Vernon Yard 000 002 3—5 4 0
 Division 3 000 000 2—2 3 3

Batteries: Saiza and Quihuis; Woodward and Hancock. Umpire Beck.

At 2:30 P.M. R H E
 Division 4 001 200 1—4 7 3
 Division 5 250 000 X—7 6 2

Batteries: Vance, Waggoner and Stevers; Templin, Ryan and Freivogel. Umpire: Beck.

JULY 16TH

At 9:30 A. M. R H E
 Coach 000 310 4—8 12 2
 Division 3 300 001 0—4 4 1

Batteries: Murray and Braund; Woodward and Hancock. Umpire: Beck.

At 12:00 R H E
 Shops 300 010 0—4 5 3
 Division 5 010 000 0—1 4 3

Batteries: Jones and Farmer; Templin and Smith. Umpire: Beck.

At 2:30 P.M.: R H E
 Vernon Yard 02 11 600 0—19.14 .2
 Division 4 00 3 023 0—8 7 5

Batteries: Peralta and Sal Manriquez, Quihuis, Saiza; Waggoner, Allancing, Curry, Reddick, Lipscomb and Stevers, Curry, Allancing, Bell. Umpire: Beck.

LEAGUE STANDINGS

	W	L	Pct.
South Park Shops	3	1	.750
Vernon Yard	3	1	.750
Division Five	2	2	.500
Coach	2	2	.500
Division Three	1	3	.250
Division Four	1	3	.250

SOCCER CLUB

On July 3, the team traveled to Santa Barbara where it met and defeated the Columbus team by three goals to nil. This game was part of the annual Semana Nautica festival held every year in Santa Barbara. It was a keen, exciting contest, with handsome medals being awarded the winning team. Vanderplas, Lippiatt and McCubbin did the scoring for the Railway.

The club officials are busy building up a team for the new season, which starts in September. Any employe with soccer ability is asked to come out to Vernon Yards on Wednesday nights, and get a tryout. Members are hereby notified that new membership cards are available. Cards can be had from Tom Calderwood, Manager, and Stuart MacKenzie, Secretary, price \$1.00 for the entire season. These officials can be reached % South Park Shops. Any employe is eligible to become a member, and all are heartily invited to join a real go-ahead club.

The club is a member of the Los Angeles Municipal Soccer Football Association, and games are played at Griffith Park, Riverside Drive and Los Feliz. Rancho Stadium, Exposition and La Brea, and Harvard Playground, 62 and Denker. Admission is free to these games, and a good afternoon's sport is assured. Come out and support your team.

As the LARY softball teams play the few remaining games of the second half of the Schedule, at the time this goes to press, the South Park and Coach Cleansers are trying to tie the Garage for a playoff. One of the best games of the season was played between South Park and the Garage, a playoff in the first half of the Schedule. South Park played a fine game but lost with a score of 3 to 0. Salcido's fine pitching allowing only three hits. Another spectacular game was played between the Garage and the Electricians. Lockridge, Norman Lane and Turner of the Garage being away the Electricians believed this game would be easy pickings. They had not, however, reckoned on Bob Jeffrey who pitched for the first time to the tune of a 6 to 5 victory for the Garage. Spectacular fielding by the Coach players tied the Garage for three innings until the tie was broken by Norman Lane who hit a home run for the Garage. In the South Park and Division 4 game that ended in a 12 to 3 victory for South Park, Taylor of Division 4 got a home run that accounted for the three runs. Final scores of the Schedule will be announced in the next issue of Two Bells.

FINAL STANDINGS

1st Half of Softball Schedule

	Won	Lost	Pct.
Garage	4	0	1000
South Park	4	1	.800
Electricians	2	2	.500
Coach	2	3	.400
Coach Cleaners	1	4	.200
Division 4	0	3	.000

2nd Half Up to July 29

	Won	Lost	Pct.
Garage	4	0	1000
South Park	3	1	.750
Coach Cleaners	3	1	.750
Coach	1	2	.333
Electricians	1	3	.250
Division 4	0	4	.000

Leading Batters in Teams
Having Individual Batter's
Trophies

ELECTRICIANS A.B.	H.	Pct.
Ellis	25	13 .520
Carmichael	29	13 .448
Ralphs	32	14 .437
Robison	28	12 .432
GARAGE A.B.	H.	Pct.
Lockridge	20	11 .505
N. Lane	13	6 .462
P. Wood	27	12 .444
Lehman	32	14 .437

Standings Continued

SOUTH PARK A.B.	H.	Pct.
Foreman	17	8 .470
Salcido	22	10 .454
Ross	32	14 .437
C. Oglesby	7	3 .429
COACH		
CLEANERS A.B.	H.	Pct.
Shepherd	26	12 .461
Campbell	33	13 .393
Knox	27	10 .370
H. Veil	36	13 .361

HOLE - HI

By JOHN E. DUNSON

Hear ye! Hear ye! After three postponements and two delays, the semi-annual tournament of the L. A. R. Y. Golf Association finally got under way. With plenty of practice under their belts plus lots of determination, the boys stepped out to trim the defending champs, namely Jess Yarbrough at low net and Johnnie Dunson at low gross.

So with neat dispatch and little fuss, L. J. Turley and A. L. Davis toured the Montebello course in 78 strokes each, to lead the pack. Russ Beale followed close behind with a 79. Hardwick with an 82, Schmidt and Dunson with 84s and Duvall with an 85 filled the next closest bracket.

However, on the second 18 holes at Western Ave., ol' Man "Bogey" stepped in to do a neat job of upsetting. Turley slipped to a disastrous 91 to eliminate himself from the winning bracket—a tough break, after that scin-

L. A. RAILWAY BASEBALL SCHEDULE

DATE	9:30 A.M.	12:00 M.	2:30 P.M.
Aug. 6	Div. 4 vs. Div. 3	Coach vs. Div. 5	Vernon vs. So. Park
Aug. 13	So. Park vs. Div. 3	Vernon vs. Div. 5	Div. 4 vs. Coach
Aug. 20	So. Park vs. Div. 5	Div. 4 vs. Vernon	Coach vs. Div. 3
Aug. 27	Vernon vs. Coach	Div. 3 vs. Div. 5	So. Park vs. Div. 4

All games will be seven innings.

Teams reporting fifteen minutes after schedule will automatically forfeit game.

tillating 78. Beale slowed down to an 88 to barely sneak in for 2nd low net honors. Hardwick, bagging an 80 copped low gross. Dunson plodded in with another 84 to take 2nd low gross.

But, Davis, not to be stopped, burned the course up with another sizzling 78, which coupled with his 1st 78 and a 13 handicap gave him 1st low net honors and the coveted Storrs Perpetual trophy which Yarbrough has treasured since last fall.

Davis' terrific drives and crisp shots to the pin to give him two of the best consecutive scores yet turned in for this group.

Kenway displaying his new clubs at the first tee, then failing to cop the tournament which the salesman assured him he would do with his new bats.

Hardwick pushing Davis, to be 1-up at the turn, only to slip on the back nine.

George MacDonald receiving his prize for High-high net, namely—a book by Sammy Snead on "How to Play Better Golf."

The sportsmanlike attitude during the whole tournament on the part of all players.

Incidentally—a big hand to the officers who made this possible—Kenway, Davis, Underwood and Van Noy.

See you at the 19th.

WATCH

THOSE

STEPS!

By J. COLLINS,

Supervisor of Safety

For a motorman there is one plan or system which, when properly applied, will take care of every combination he meets during the day. There is, also, one idea for a conductor to study which will keep him fully protected at all times. He cannot use the road space idea in his work, because the work is of an entirely different nature from that of a motorman. The motorman must protect himself from all kinds of combinations, and the conductor merely protects his position. It is the way a motorman or conductor uses his mind that keeps the clear accident record, which is an asset to any trainman.

The system for a conductor to follow is to *anticipate the consequence of a move at the time that move is about to be made.* Realize at all times that you have steps on your car, and that these steps are dangerous as the car is coming to a stop, or when ready to start. When this fact is recognized you will soon appreciate that, to the ratio you are conscious of the danger surrounding your position, your passengers will recognize it too, and be more cautious in boarding and alighting. On the other hand, if you pay no attention to your steps you will handle people who pay no attention to them as well. There have been many

times, no doubt, that you have seen aged and infirm people alight from your car in safety, and if they can do it, other people can do it too. All that is necessary is to concentrate on the act being performed at that moment. The boarding or alighting standing car accident is due to inattention more than to any other thing.

The conductor should not give proceed bells until the motorman calls for them. There should be no lapse of time between his receiving the bells and the starting of car.

If you think about what you are doing in getting off the car to replace a trolley, or pull a switch, you can easily anticipate what could happen to you. In pulling a switch,

never set it until you wish the motorman to start his car. See that point is over, and look toward rear trucks to see that they clear, and that the automobile is not going to run you down.

When the conductor is listless or lazy, the passengers take the same attitude, but if the conductor is friendly and alert, with occasional offers of personal service toward those who are timid, bewildered or infirm, he will find that the passengers are willing to cooperate with him.

Safety is a state of mind, and state of mind depends upon the thoughts we entertain. The interest taken in the job gives our thoughts their direction.

ALL ON TIME

Pat worked in a factory where they encouraged the staff to think of ideas for the smoother working of the business.

One morning he was shown into the office of the chairman and announced that he had thought of a way of ensuring that none of the hands would be late in the future.

"That sounds good," said the chairman. "How do you propose to do it?"

"Sure, and that's aisy, sorr," said Pat. "The last man in blows the whistle."

PICK UP ALL THE TACKS

Sambo: "Do you want me to shoo the flies in here for you?"

Mr. Crabber: "No. Let 'em run around in their bare feet!"

LARY REVENUE FOR JUNE OPERATING RESULTS JUNE, 1939 vs. JUNE, 1938

	1939	1938	1939 Increase+ Decrease— Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,011,296.90	\$1,025,310.86	—\$14,013.96
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	945,322.78	882,181.20	+63,141.58
TAXES (Amount necessary to pay Federal, State, and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	79,347.96	75,977.19	+3,370.77
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment certificates)	70,423.99	70,975.81	—551.82
Total Expenses	\$1,095,094.73	\$1,029,134.20	+\$65,960.53
Leaves Net Profit or Loss	—83,797.83	—3,823.34	—79,974.49

Around the Divisions



Division One

R. C. RUGGLES

After returning from a week's leave of absence on account of an infected hand, I found that our Superintendent, Mr. Bodley, had been transferred to Division 3 and Mr. Dan Healy, formerly of Division 3 was to be our new Superintendent. Our best wishes go with Mr. Bodley and we heartily welcome Mr. Healy as one of us.

On July 17th our weekly vacations started, and upon returning there will be a general swapping of fish stories and other vacation yarns, especially from Oscar Daniels who left for a 12,000 mile trip to San Francisco, Chicago, Washington, D. C. and New York, returning via New Orleans and Texas. Also G. P. Bonnett who went to the Encampment of the National Guards, D. E. Berri spending a week in San Francisco and C. H. Engstrom, who has taken a trip to the High Sierras to catch the "big" trout.

C. H. ("Chief") Duncan, while out driving with his family had the misfortune to be hit by a truck and all were taken to the hospital for a few days. But we are glad to report all are on the mend.

We are glad to welcome back W. T. Kime after a long siege of influenza.

It seems like old times to see Ralph Brigham around the Division again. After 7 months' leave of absence he was appointed watchman.

On July 5 Conductor Pugh, working on the "B" line, was the victim of a hold-up, but his loss was small.

Conductor Jahn also had a hold-up experience about 10:30 a. m.

Conductor Jahn, not inclined to give up easily, struck the hold-up man, knocking him down. In the mix-up a gun was discharged, frightening the passengers and Con. Jahn received a cut which he made light of. Some one asked him if he was frightened, and he answered, "No, a man has to die sometime."



ELECTRICAL



WALTER WHITESIDE

The weather being very hot, I am sure our condolences are extended to Ira Hearne and D. M. Varley who had to march around the National Guard summer camp for the past two weeks.

When E. O. Thurtell's vacation started, he said he wasn't going any place but apparently while cleaning out an old trunk he ran across a postcard of a hotel in Portland, Oregon, with pictures of 1925

automobiles around it, and, not being of a wasteful nature, he decided to entrain for Portland so he would be able to use the post card.

Ed Clardy just hitched his trailer to a car and headed for Big Basin among the trees. The call of the Big Trees was also answered by W. T. Smith, Homer Runyon, Jerry Coxie and W. Drummond.

Gene Brox went all the way to Utah to fish only to be outangled by his young daughter. Al Crum and F. U. Allfie say, "Heck, why go to Utah, there were more fish than we could catch in the High Sierras, but we did our best."

The San Francisco Fair beckoned to S. L. Davis, Miss Nina Lander and Morris Lander, while Leo Maag went a little farther, ending his journey in Oregon; and M. R. Lopez headed south to Carlsbad, Calif.

The "got away without telling" or "staying at home" vacationists were J. C. Morgan, Ed Caldares, F. P. Whittley, F. Archer, P. P. Schaap and F. Tarpley.



Left to right: O. J. (Smiles) Moser, foreman, D. E. (Tex) Davis, lineman, G. G. Vance, groundman, L. C. Hunter, driver, R. E. Baker, lineman. Heavy Gang, Line Department.

Howard Jones reports a swell time and lots of good pictures taken amid the wilds of Yosemite. No, he didn't stay in the valley, he packed in to the upper regions.

We have just heard that the only person able to catch fish at Big Bear Lake is none other than Charlie Hunter; in fact, he is catching more than he can devour and any of you fellows wanting to enjoy a good fish dinner, drive up and see him. Charlie is now on the retired list; his services with the Company commenced in May, 1920.

Received a card from L. H. Leusch who is recuperating on W. T. Smith's brother's ranch near Barstow. The thermometer registers only 120 degrees but that doesn't keep him from hunting desert deer and rattlers.

If you want to start raising termites, see Leonard Brown for a supply of his seeds.

It seems that George Willson was minus a button on his shirt and as his wife is president of a well known sewing club, George had no hesitancy in asking her to perform that wifely duty. The task was done and all was well until on arriving at work he noticed his fellow workers snickering, and, on investigation, found only to late that his wife had absent-mindedly sewn on one of Junior's "Mickey Mouse" buttons by mistake. George says that should he lose another button, a safety pin will answer the purpose — he is afraid his wife will think she is making a pillow and sew on a tassel in error.



Division Three

L. VOLNER

Among the first to choose his week for vacation was Motorman William Cox. Mr. Cox took the first week in July, but on Monday, July 3rd, he was at the division at his regular time in full uniform and called for his run. The clerk on

duty gave him his cards and he went out, got his car ready, pulled same up to switch and was waiting for leaving time. In the meantime an extra man came in and called for the run. Upon looking at the check-out sheet the clerk saw that the run had been filled, but the extra man informed him the run was marked up for him. Looking things over Mr. Herter saw that the extra man was right—Mr. Cox was supposed to be on his vacation. Mr. Extra Man was told to go out and get the car and tell Mr. Cox to go home and take a week's rest.

Conductor M. O. Brown lives quite a distance from the division, and not on a car line, so he has to depend on his auto to get to and from work. On Monday, June 26th, he parked his car in the lot in front of the office building at Division Three, as was his regular custom. That evening, when he had finished his day's work, he went out to his car but it was not there. He notified the Police Department, and the car was found the next day with three boys sitting in same in the City of Alhambra. The same day the boys were in the Lincoln Heights

jail awaiting trial. Mr. Brown said the car had been driven about one hundred miles, and the rear fenders were bent, outside of that the car was OK. (Incidentally, the thief received a two-year sentence). So that's that!

The most interesting happening among the men of this division was the General Choice during the week of July 10th. As conducted by Foreman Reid, assisted by Extra Clerk Meek, everything went off smoothly and all the men seemed well pleased with their choice.

After an absence of many months from this division, during which time he had been holding various jobs, Harry Trabue has returned to fill his old position of Uniform Inspector and Messenger. His old friends are all glad to welcome him back.

On Sunday, July 9th, the baseball schedules were resumed, much to the delight of all the men. While our team was beaten on this date, Manager Meloy says he is well pleased with his men and believes, with a little workout, he will have the championship team.

Many of the young men now entering the service might take a few

*"Next
time
she'll
return
my
nickel!"*



pointers from Motorman M. L. Hersom, who is now celebrating forty years of continuous service with the Los Angeles Railway. Mr. Hersom has an excellent record with the company, is careful, courteous, and can always be counted upon to be at the division on time. He has many friends among the traveling public, and is well liked by all the trainmen. He is still going strong, and we wish for him many more years of active service.

16th STREET COACH AND GARAGE

Carl Neighbours rented out his new plane to "Wrong Way" Corrigan recently. It seems that this famed flyer wanted to brush up on instrument and radio beam flying and that this plane is the only one available fully equipped for this form of instruction.

H. B. Gaither is considering the purchase of a small plane. The boys have asked that they be given sufficient time to dig underground shelters.

LARY Coach lines have shown a remarkable decrease in accidents with only 468 for the first six months of 1939 against 618 for the same period last year. Mr. Patton and Mr. Ballenger wish to express their appreciation for your special efforts of safer operation. Let's keep up the good work, boys.

C. B. Montgomery, ping-pong champion, had a trying time recently when D. J. Braund beat him with a score of 11 to 0. The stakes were heavy and he was stuck for about six cokes.

The Coach 1201 has been converted into a delivery wagon for transporting fare boxes between the repair shop and the various divisions.

The Coach Division ball players have taken a new lease on life since the baseball league resumed its



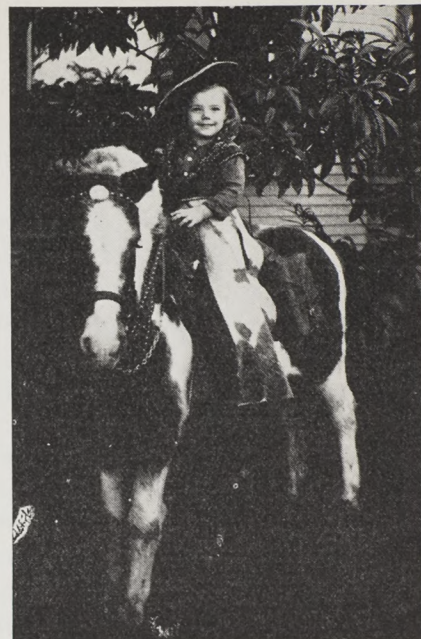
Jimmie, Jr., son of Wilshire Coach Operator J. Polhamus.

program. In the first game this division defeated South Park 7 to 3. You are all invited to come out and fill the rooting section at Vernon Yard each Sunday.

Charlie Lyle vacationed around Seattle and returned with several rolls of movie film taken on the trip. A peculiar growth noticed on his upper lip has been finally defined as a foreign looking mustache. E. L. McDonald is reported to have returned from the East with a new Ford.

Until recently Jack Ditman was ever ready to lend a helping hand to anyone. When Marty Fisher decided to move, Jack offered to help him. About this time, however, Marty claimed he had to go up North. During his absence Jack and a friend obtained a truck and moved everything but the refrigerator which they found too heavy to handle. They went over to Marty's brother to enlist his help and there found Marty peacefully sleeping.

Following an annual custom Joe Gentry shed his heavy winter underwear on July 4th. This year he went a step farther and acquired a



Caroline Sue, daughter of Wilshire Operator and Mrs. Edward F. Morgan.

case of sunburn at the beach that should last him many seasons.

The finest paint job ever applied to the basement locker and wash room has just been completed.

Irving Jones, whose hobby is the collecting and polishing of stones, is accumulating some fine specimens. A rare find was recently sent him from the Wild Horse Mesa district.

Ed Lentz, who is ever ready to assist in a worthy cause, has recently taken up cub scout work in his spare time.

When a ball, hit by Bob Jeffrey in a recent game, sailed over Moody's head with only six inches of clearance and he failed to stop it, a rumor started around the Wash Rack that Moody had sold out for five cokes. We do not believe that he would sell out at any price.

Another little girl born recently to Mr. and Mrs. H. "Sparkey" Holloway makes them a total of three girls. Another little boy born to Mr. and Mrs. M. B. McNally makes the total two boys.



Division Four

C. J. KNITTLE

Everyone will agree that courtesy can't be overdone. But Conductor D. M. Lomax, who exercises this fine trait to a marked degree, says that courtesy can inconvenience a fellow at times. It appears Lomax is a helpful sort of trainman, especially to overburdened or infirm passengers. On his 3 Line streamliner downtown the other day, a feeble old gentleman was about to alight. The car stopped and Conductor Lomax, thoughtfully or thoughtlessly, stepped down to assist the aged man. Then the man stepped off, the door flew shut, and the car sped away leaving Lomax behind.

Our old friend and retired dispatcher, C. D. Clark, who visits Division Four every Thursday with a huge line of candies, tobaccos and trainmen's accessories on July 9th celebrated his seventy-fifth birthday. Best wishes, C. D.!

July appears to have been a brotherly-love month. Motorman O. F. Lange and his sister spent a vacation week at the San Francisco Fair. The following week Motorman A. J. Lange and his sister (not related to O. F.) spent their vacation week at the same big doings.

Four Division Four trainmen will join the ranks of real old-timers this August by completing their twentieth year of LARY service. They are Motorman A. Halwax, Lee Fry, Jack Wayne and Conductor Duke Lowen. Our congratulations, gentlemen.

Foreman J. A. Madigan will return from his annual "fortnight of freedom" on August 6. Stenographer Bob Grettenburg left July 16 to observe his second week of last summer's vacation and will probably take this season's two weeks in September. Janitor Phil Ewart was also footloose for two weeks starting July 16.

Division Four had a general shake-up July 5 and 6. Oldsters flocked to Line A. Near-oldsters picked Line J. Apparently the re-routing of Line A through the Hill Street tunnel had much to do with its attraction for the boys with "whiskers."



L. F. SPARKS

Derrick man Elmer Mitchell spent his vacation in Anaheim Landing, resting and fishing. Derrick man Bill Swearingen had to go to the ranch country to visit friends as he had loaned all his camping equipment to friends.

Kelly Holmes and Louis Schmidt went to the New York Fair, although at different times. They compare notes occasionally as to points of interest. Louie stopped en route and took factory delivery of a brand new Dodge.

Eddy (Mac) Cavanaugh spent most of his vacation just resting, although he did find time to take in the V.F.W. Convention.

E. M. Fleming took the entire month of July, as he says it takes two weeks to get out of the habit of working and then he has his vacation. He enjoyed his beach home in Anaheim Landing and also took in the San Francisco Fair.

Bert Schauber relieves Ed Fleming and found out that a Chevy is a bit longer than a Model A. He had to leave one end of the car stick out the garage door and was he surprised one morning to find his car on jacks and two rear tires missing. Better dehorn the car Bert or lengthen your garage.

John (Scotty) Anderson, Night Foreman, strained his back and has been off duty. Jack Robinson is also off duty as he lost an argument with his car while cranking it. It back-fired and broke his wrist.

Dorsey Fullbright, carpenter, is just a hayseed at heart. He finally



Miss Edna Shelford and Nicholas Bauer, married on July 2. Mrs. Bauer is the daughter of Harold Shelford, Vernon Yard, and the granddaughter of T. C. Shelford.

bought the dream farm in Oregon and we extend him good wishes in his new venture. Be sure to let us know, Dorsey, when the fried chickens are ripe.

We love our friends for the mistakes they make. For instance take Sam Bevilacqua, our genial Track Foreman. He is quite a fisherman to hear him tell it and an Old Salt to boot. Anyway he borrowed his wife's tackle and hied himself to Catalina on the trail of the Blue Fin Tuna. Was his face red when he not only got a bad attack of seasickness, but lost the tackle overboard; rod, reel and line. At last accounts Sam sneaks home through the cellar door.

Our hearts are saddened by the death of "Oso," an old favorite at the Yards with his wagging tail and deep bass voice. For years he made the rounds with the Night Watchman and was a general pet. "Oso" was run over by a work train and the Veterinarian had to put him out of his misery.



Wayne Wesley, 9 months old son of Painter (South Park Shops) and Mrs. Thomas R. Smith.



F. ARLEIGH FRAZIER

Our first thought is for R. S. Wallace, who while near Bakersfield was involved in a head-on collision, seriously injuring his wife and himself. We hope recovery will be speedy.

Well, now give this a thought and take heed from the experience of Tom Fowler of the Machine Shop. After traveling 10,000 miles on his vacation, just 2 blocks from home a red light meant nothing to him and so for ignoring it one of the judges has requested his presence before them through the medium of a ticket from Mr. John Law.

We don't know the details, but learned that H. A. Longway is off with an injured foot.

Tom Rocha, manager of the Shop soft ball team, wishes to thank those who contributed to the fund for the purchase of bats and balls. Come out and see the boys use them. You'll enjoy yourself.

Boy, oh boy, these factory bought Fords are surely honies! L. Griffiths, of the Winding Room, says on the homeward journey with his new Ford he had to keep his foot on the brake in order to keep it under 70 miles per hour.

Vic Lee is driving a new Mercury.

Talk about luck, L. Spatt was loaned a new 1939 Lincoln Zephyr sport sedan including a credit card and told to enjoy himself. So he drove to the Fair at San Francisco. But he says he felt funny driving a \$2,000 car around San Francisco looking for a 25c restaurant.

One of the performers on the Friday noon entertainment was Jim Hopp of the Mill. Now R. C. Haslam, a colleague in the Mill was proud of Hopp's talent and thought he would reward him, so he gave Hopp a bouquet of flowers and a box of chocolate bars, enough for each one in the Mill to enjoy and to Haslam's surprise, Hopp just took the bars home and left the boys in the Mill agap!

Foreman Lee Crump is vacationing at Catalina. Picture shows and baseball games are taking up his time.



FRED MASON

The Division Five marble tournament, held under the Palm trees, drew a goodly crowd on the opening day on July 12th. It was a warm day, the track was fast, and the bleachers were packed to capacity. At this writing the winner has not been announced but unofficial reports have Conductor Dave Allen well in the lead. Superintendent W. H. Snyder was disqualified after taking two shots. He failed to use the regulation shooter and tried to get by with two half-pound steel ball bearings supplied by Mechanical Foreman George Mc-

Qualters. However, the tournament, under the supervision of Conductor I. C. Freivogel, assisted by Motorman A. C. Core, was quite a success and created lots of fun.

Motorman Gus Jacobson left on June 26th for New York City and took a boat for a trip to his native land, Sweden. He will be gone for three months and will make his headquarters at Hebbelberg, visiting with friends and relatives.

Conductor M. L. Davis is back from Shawnee, Oklahoma, his old stomping grounds, after a nice six weeks' vacation.

Despite the fact that Conductor Taylor Chase got plenty, there is still lots of trout at June Lake. Taylor spent an enjoyable two weeks' vacation there.

Our two jolly sailors, Motormen R. H. Dirkes and J. B. Fredericks, have got the land legs back after spending fifteen days cruising with the Third Fleet Division of the U. S. Naval Reserve.

Conductor Joe Bontty arrived back from a three weeks' vacation very well spent in San Francisco, where he took in the Fair.

Motorman Jimmy "Scotty" Waddell is off for thirty days and is tripping on up to Meridian, Idaho. Jimmy played safe this time. He was going to Vancouver, B. C., but was afraid that his urge for the sea might get the best of him. But still



Left: Conductor Taylor Chase (Division 5) and a camp buddy displaying a nice mess of trout caught at June Lake.

you can't tell what he will do. Two years ago he started for Arizona and the next thing we knew he was on his way to China.

Conductor Jim Bunch left on July 14th for Grant's Pass, Oregon, and he will be gone for thirty days.

Three of the boys, Conductors S. R. Anstine and R. L. Churchill, and Motorman C. P. Polin, are attending the National Guard Encampment at San Luis Obispo.

The boys of Division Five join in expressing their heartfelt sympathy to Motorman R. C. Lawson, whose wife passed away on June 28th.

Virgil & Santa Monica Coach



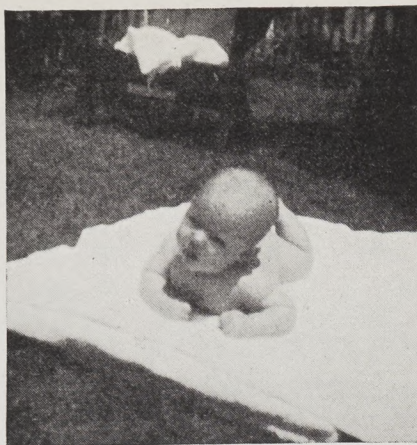
D. S. COBURN

Operator Dick Beatty tried his best to duplicate Corrigan's feat a few days ago by deadheading in the wrong direction to La Brea instead of to 5th and Hill from La Brea during the evening rush hour. Upon arriving at La Brea he found he had about a thirty-minute layover. Then came the dawn as he realized what had happened. A supervisor placed him back in service at once.

A. D. Gardner and Hubbert Buttram had a very enjoyable time at the Pacific Electric Camp at Lake Arrowhead over the 4th of July. The fishing was exceptionally good as they caught the limit each time they went out.

Dispatcher M. A. Tudor is accepting applications from fishing enthusiasts for membership in the newly organized L. A. Railway-L. A. Motor Coach Fishing Club. The dues are 25 cents per month or \$2.00 for the year. The club will be able to obtain special concessions and rates on chartered boats for the members. Everyone is cordially invited to join and enjoy some swell fishing trips.

The rumored marriage of George Porter of the Mechanical Department



Jo Ann, 3 months old daughter of Mechanic (Virgil) and Mrs. H. T. Rapp.

is being accepted by his fellow employes as a reality after many days of mysterious actions of "Red" as he is affectionately known around the shop. He still refuses, however, to deny or affirm the accusation. The blushing bridegroom is also the proud owner of a new Dodge.

Operator Cliff Hays is really going high class on us. He has just placed his order for a new Packard and expects delivery in a few days.

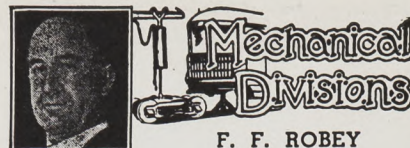
Operator Bill Goodale is on the sick list, having sustained a painful leg injury in an auto accident.

Operator W. S. Miller and family are enjoying an extended vacation at their new cabin in the mountains near Lake Arrowhead.

Welcome to the new employes now breaking in on the Wilshire Line: A. E. Hughes, D. De Hoog and N. J. Halloway.



Looks like Orson Wells, Mechanic, (Virgil) and neighbor Jay Dean had some luck!



F. F. ROBEY

Division One

"Alex" Reid spent his vacation visiting Salt Lake City, Boulder Dam and friends in Bisbee, Arizona.

G. R. Jones and family spent a very enjoyable week's vacation camping at the beach and fishing and swimming.

We now have our new pit grinder running and Swartz and McDonald would like to run it all the time.

We hear C. E. Baker's refrigerator was full of fish after he got back from Lake Henshaw. Is this a fish story?

Assistant Foreman Floyd Bond has been home the past three weeks suffering from a bad carbuncle, but we hear he is getting better and will soon be back on the job.

Division Two

Mr. and Mrs. W. S. Cohn are attending the Masonic and Eastern Star Conventions in Oakland this week. After this is over they are going to take in the Fair and visit some of their old friends in San Francisco—Sam's old home town. Yes, the Lodge paid his expenses to the convention.

J. A. Arnold is helping the Vernon Yard boys catch up with some of their painting jobs.

J. W. Hale, a regular relief Inspector who just finished three weeks' night work at Division One and then suddenly transferred to days in Vernon Yard during the recent hot spell, says it's hotter there than any place in Texas and as soon as L. A. P. vacations are over at this place, he would prefer night work just to cool off.

Division Three

Fred Keller took in the Frisco Fair on his vacation.

Boyd Walters, after his extended visit in the East has returned with

plenty of pep and is now pinch hitting for Clerk (King) Treneer.

Our genial Assistant Foreman, T. T. Clarke and son made a trip to Detroit and returned with a new Plymouth car.

Harry (Tiny) Wescombe did not make his usual Canadian trip this year, but is enjoying himself fishing.

W. T. Wright is back at work. He has been off some time on account of an operation.

Division Four

Jim Inman, Assistant Foreman, returned from his vacation all tanned up and reports a wonderful time had at the World's Fair in San Francisco and visiting the local beaches.

Cecil Gerrard's vacation was cut short by illness and he was taken to the St. Vincent's Hospital. We wish Cecil a speedy recovery.

F. Markley and J. Campbell wish to thank J. Inman and G. Smith for the "swell" Chinese dinner; the results of the bowling tournament.

"Shorty" Johnston and wife spent an enjoyable two weeks in Oregon and at the San Francisco Fair. "Shorty" liked Sally Rand's show the best.

"Honey" Howard is breezing around in a new 1937 Lafayette these days.

Division Five

If, and when you have any drilling to do will you please see Basil Allen. But as a tip make him furnish his own drills.

Bert Hayward, our carpenter, who has been off sick since the first of the year, was around to see the boys the other day. Says that he feels pretty good, but is still on the sick list.

The boys at Division Five wish to extend the Shelton family their heartfelt sympathy in the loss of their loved one, Ward Shelton, who passed away June 30th.

From all reports, if we are to believe what we hear, Curtis Sloan, Car Cleaner Foreman, hooked and actually landed a 22-pound halibut.

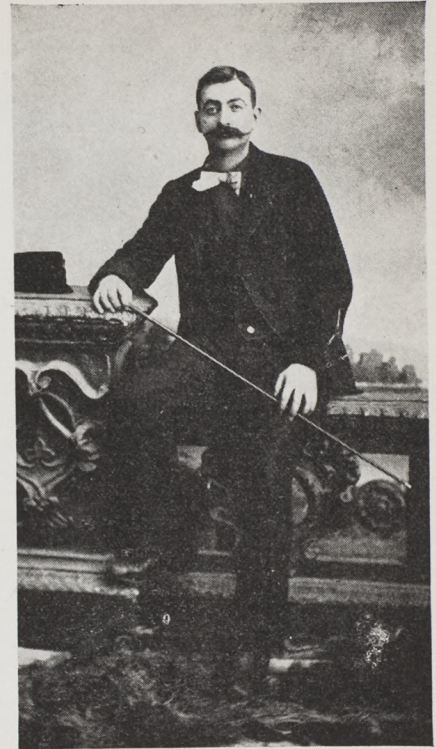
Well, seeing is believing and better still if we had a piece of it, the story would have gone over even better.

Ed Hess and family motored to the "Hill" for a few days to get baked out. Guess that Model A went right over the top.

Things are really beginning to hum around Division Five. Everybody is all excited over the fish that Wheeler Ellis is going to catch on his vacation. He is building the tackle box and it won't be long now. Some of the boys are building the barbeque pit and everything will be ready for the big fish fry when Wheeler brings home the mackerel.

ANSWERS TO QUESTIONS ON PAGE 3

1. Approximately 110,000. Slightly more than 20 per cent of this total is accounted for by coaches.
2. Over 4000.
3. Check operating violations, keep service regulated properly, answer blockade calls and straighten out traffic.
4. Over 50 per cent.
5. Leaves Pico and Rimpau, over Pico to Broadway, north on Broadway to First, east on First to Rowan, north on Rowan to Dozier.
6. 8 manual and 8 automatic substations are operated.
7. Rubber.
8. This is the crew that operates out of the Line Department and handles all heavy construction work which is too heavy for tower wagons, such as installing heavy feeder cables, cross arms and transformers on poles.
9. Over 900,000.
10. Line "5"—21.80 miles.



He was mustachioed in those days! Who recognizes D. E. Fletcher, veteran LARY trainman?

Safety Record for June

ACCIDENTS PER 10,000 MILES RUN

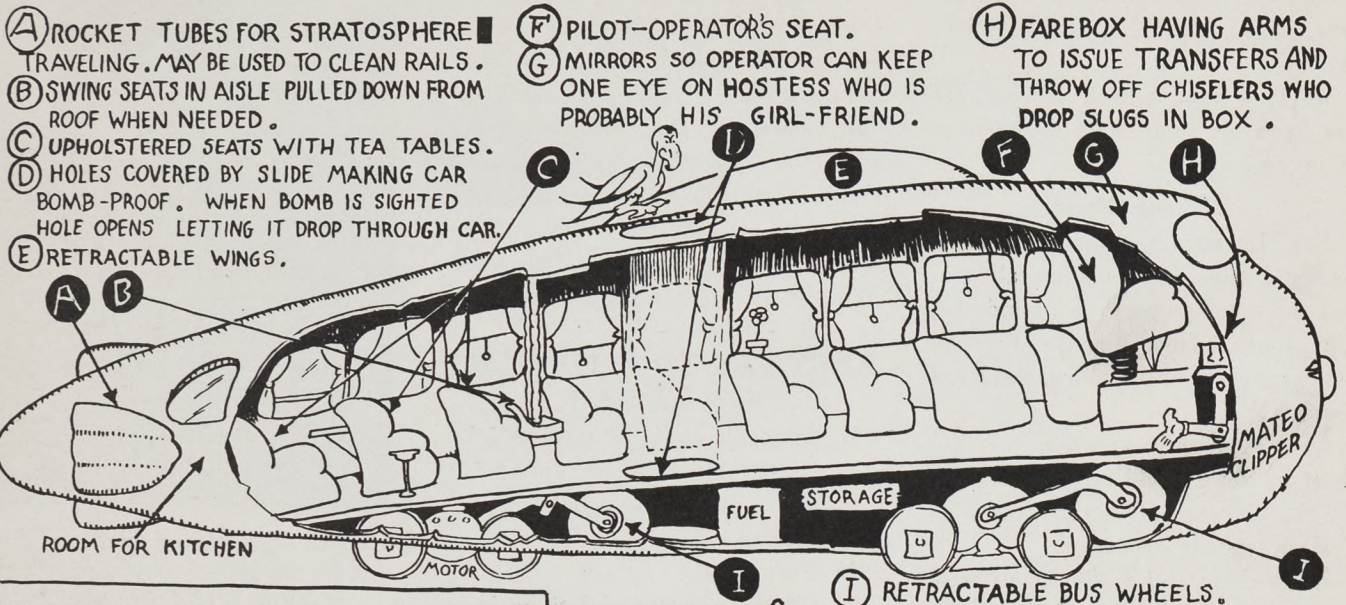
JUNE 1939

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

DIVISION 1	THIS MONTH	XXX	2-9
	LAST MONTH	XXX	2-9
DIVISION 4	THIS MONTH	XXX'	3-1
	LAST MONTH	XXX	2-6
DIVISION 3	THIS MONTH	XXX>	3-6
	LAST MONTH	XXX	3-3
DIVISION 5	THIS MONTH	XXX>	3-6
	LAST MONTH	XXX	3-3

STREETCAR of TOMORROW

BY "MANANA" GIFFORD



- (A) ROCKET TUBES FOR STRATOSPHERE TRAVELING. MAY BE USED TO CLEAN RAILS.
- (B) SWING SEATS IN AISLE PULLED DOWN FROM ROOF WHEN NEEDED.
- (C) UPHOLSTERED SEATS WITH TEA TABLES.
- (D) HOLES COVERED BY SLIDE MAKING CAR BOMB-PROOF. WHEN BOMB IS SIGHTED HOLE OPENS LETTING IT DROP THROUGH CAR.
- (E) RETRACTABLE WINGS.

- (F) PILOT-OPERATOR'S SEAT.
- (G) MIRRORS SO OPERATOR CAN KEEP ONE EYE ON HOSTESS WHO IS PROBABLY HIS GIRL-FRIEND.

- (H) FAREBOX HAVING ARMS TO ISSUE TRANSFERS AND THROW OFF CHISELERS WHO DROP SLUGS IN BOX.

POWER WILL BE TAKEN FROM RADIO PROGRAMS. (WE MUST FIND A NEW USE FOR RADIO PROGRAMS SOON, AS PEOPLE HAVE QUIT LISTENING TO THEM.)

NO WONDER WE'RE CRAWLING! YOU'VE TUNED IN JACK BENNY'S MAXWELL!

NEXT WEEK PREMIER OF GONE WITH THE WIND COURTESY BREEZY BISCUITS



PRETTY HOSTESSES WILL SERVE TEA AND SANDWICHES.

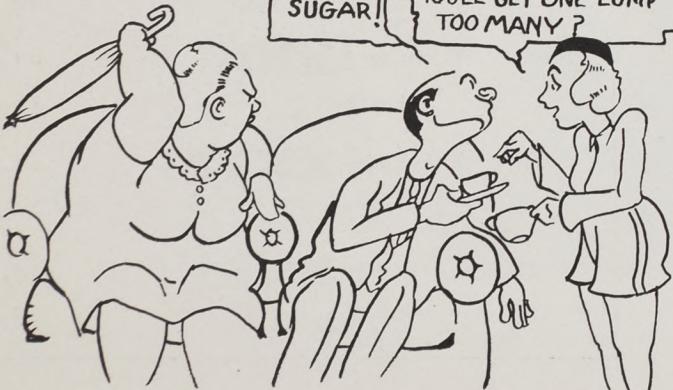
STREETCARS WILL FLY TO GIVE SERVICE AS PEOPLE WILL LIVE ON MOUNTAIN TOPS. THE LOWLANDS WILL BE CROWDED WITH RACE TRACKS AND GOVERNMENT PROJECTS.

CAR CARD ADVERTIZERS WILL USE MOTION PICTURES. DOUBLE FEATURES IN EACH AD AND BANK NIGHT THURSDAYS.



TAKE THAT SILLY GRIN OFF YOUR FACE!!

AHH! SUGAR! AREN'T YOU AFRAID YOU'LL GET ONE LUMP TOO MANY?



OXYGEN MASKS WORN WHEN CAR GOES 1000 MILES PER HOUR.