

TWO BELLS



**One Man Operation
Means More Car Miles
and More Work Hours**

VOL. 20

MARCH-APRIL, 1939

No.

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. ROBAY, 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

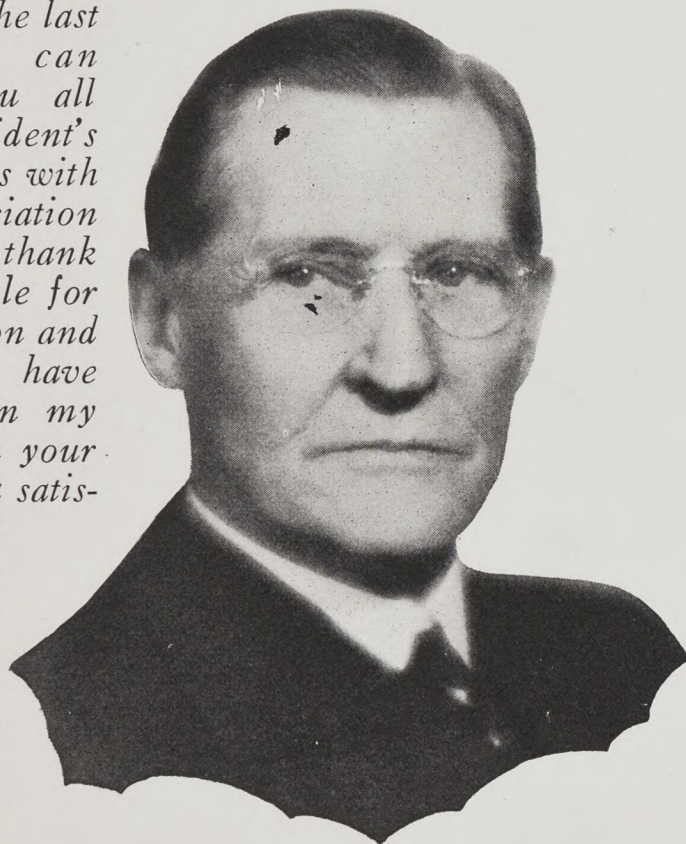
Address all communications to editorial offices, 1060 S. Broadway, Los Angeles, Calif. Phone: PR. 7211, Station 295 and 296.

VOLUME 20

MARCH-APRIL, 1939

NUMBER 3

THIS is the last time I can speak to you all from the President's chair, and it is with sincere appreciation that I wish to thank you as a whole for the cooperation and courtesy you have shown me in my three years in your midst. It is a satisfaction and pleasure to know that my interest and contacts are not entirely ending with the Los Angeles Railway, and it will never cease to remain of vital interest to me.



These years have been happy ones for me, and I have never been associated with a group of finer, fairer, more understanding people, and I am glad of this chance to say so.

In leaving I could not turn over the helm to a more esteemed, more efficient, nor more acceptable chief executive than my friend Mr. Phil B. Harris—a man who is so well known and so well thought of by you all. I know a better choice could not have been made.

Lucius D. Storrs

In This Issue

Mr. P. B. Harris Will Take New Office	3
Testimonial Dinner for President L. S. Storrs	3
Succeeding on the Job	4
'39 Diamond Season Opens ... By C. J. Knittle	5
Vernon Wins Hoop Crown	6
Hold Basketball Banquet	6
Moscow Metro	7
By Herbert Mueller	
New Library Books	10
Personnel News	11
Facts on One-Man Operation	12
Patrons' Plaudits	14
Clubs and Vets	16
Around the Divisions	19
LARY Revenue for February ...	23

TAKING OFFICE



President-Elect P. B. Harris.

THE directors of the Los Angeles Railway Corporation have reluctantly acceded to the request of Mr. Lucius S. Storrs that he be relieved of the duties of Chief Executive of the company and have accepted his resignation as President, effective

May 1st. Mr. Storrs will remain as a Director and has been appointed General Consultant.

Nationally famous as a railway expert, Mr. Storrs, immediately after he had retired as chief executive of the Baltimore Transit Com-

pany, was retained by the Los Angeles Railway to act in an advisory capacity. Although at that time he had determined not to undertake again administrative work, he was President of this company for a limited period.

Mr. P. B. Harris is the new President and General Manager of the company. Mr. Harris is now Chief Engineer of the Railway system. Shortly after the turn of the century he was employed by the late Mr. Henry E. Huntington, and acted as Assistant Engineer of the Pacific Electric and other railway systems owned and operated by Mr. Huntington. In 1910 his permanent connection with the Los Angeles Railway began. He then had charge of Way and Structures until the United States entered the World War. During the war he was Captain of Engineers, serving with the 22nd Engineers in France. Upon his return in 1919 he was made Chief Engineer of Los Angeles Railway. He was elected General Manager in April, 1932 and served in that capacity until September, 1936. He now holds the title of Vice President and Chief Engineer.

Lower photo—Guest of Honor at a recent testimonial dinner, President Storrs receives the well-wishes of his staff.



SUCCESSING ON THE JOB

Southern California Telephone Company presents views on the subject in another article of Two Bells series of interviews with leaders in different industries.

FOR an illustration of how employes of the Southern California Telephone Company discharge their three-fold obligation to themselves, the company and the public, consider an employe on the job.

The operator who handles the call, the service representative who takes the orders, the installer who installs the telephone on the premises of the subscriber, each is trained to serve the customer courteously and quickly. N. R. Powley, president of the company, in his annual report expressed the thought in this wise:

"We seek that our personnel not only take pride in but also enjoy their work. We earnestly endeavor to maintain such a relationship with our employes that they at all times will desire to participate in the privilege of rendering a more personal and even better telephone service to our patrons."

In seeking to attain that goal, the company has emphasized the training of the employes and has striven to give an all around knowledge of the company and the Bell System to each employe. General training courses give employes a thorough grounding in the development of the company, in its ideals and in its manifold operations, and training on the job under the supervision of experienced employes brings that quick, cheerful service for which the telephone employe is known.

Along this line, the president has said the following:

"The policy of the management is not to bind its people by arbitrary rules, but to encourage them to understand the reasons for all practices. In order that they may represent the company intelligently, the management uses every possible means to keep them fully informed regarding the business, the princi-

ples and the facts underlying its policies and practices.

"Our employes, through their knowledge of the fundamental reasons behind company policies and practices, are thoroughly equipped to serve the public with understanding and courtesy. In other words, the opportunity is ever present for an employe's individuality to be at the forefront and for him or her to play a full part to make the company a friendly and helpful institution."

In this regard, the company seeks always the questions, criticisms, and suggestions of employes and the public.

Thus, when an installer, for example, enters the subscriber's home to install a telephone he does so in a spirit of helpfulness and makes a check to determine whether the

customer's needs are being met by the installation ordered. Unquestionably, he is reflecting the training which he has received and something more, his pride in the company and a desire to have the company serve the customer to the latter's best advantage.

Similarly, the operator will be found courteous and helpful. Of course, she is busy at her switchboard, but it is seldom, indeed, that the telephone caller becomes aware of the fact through the handling of the call. There are countless instances of the operator's willingness to go beyond the limits of her routine to assist the calling party.

And in ordering a telephone, whether by telephone or in person in the company's office, the same eager spirit to assist the customer will be found.

L. A. RAILWAY BASEBALL SCHEDULE --1939--

DATE	11:00 A. M.		2:00 P. M.	
		vs		vs
April 23	Div. 4	Div. 3	Vernon	Div. 5
April 30	Coach	Div. 5	Div. 3	So. Park
May 7	So. Park	Vernon	Coach	Div. 4
May 14	Div. 4	Div. 5	Vernon	Div. 3
May 21	Coach	Div. 3	So. Park	Div. 5
May 28	So. Park	Div. 4	Coach	Vernon
June 4	Vernon	Div. 4	Div. 5	Div. 3
June 11	Coach	So. Park	Vernon	Div. 3
June 18	Coach	Div. 5	So. Park	Div. 4
June 25	So. Park	Vernon	Div. 3	Coach
July 2	Div. 3	Div. 4	Vernon	Div. 5
July 9	Coach	Div. 4	Div. 3	Div. 5
July 16	So. Park	Div. 5	Vernon	Div. 4
July 23	So. Park	Div. 3	Vernon	Coach
July 30	Div. 4	Div. 5	So. Park	Coach

'39 DIAMOND SEASON OPENS

By C. J. KNITTLE

WITH both grandstands crowded and standees cluttering about, a new season of LARY baseball was launched Sunday, April 16, at Vernon Yard Ball Park.

The Los Angeles Railway Streamline Band opened the program with stirring march numbers and, after an inspiring flag ceremony by the LARY Veterans Club and Ladies Auxiliary, President-elect P. B. Harris greeted the spectators in an address from the field.

Master of Ceremonies J. R. Lalley then introduced Manager of Operations C. E. Morgan who led the crowd in singing the Los Angeles Railway theme song, "Smiles," and followed with an appropriate speech. Superintendent of Transportation L. L. Wimberly was introduced and gave a short resume of LARY baseball activities in former seasons intimating that since Vernon Yard team had held the championship for the past three years, it would be interesting to see the honor change hands this season. Mr. Lalley then introduced Mr. W. T. Reynolds, Superintendent of Stores, Superintendent B. B. Boyd of Division Four and Superintendent W. H. Snyder of Division Five.

The field was cleared for three exhibition games of three innings each. In the first game, played by Coach and Shops, the Coach lads took the long end of a 2-0 score. In the second tilt, between Divisions 4 and 5, the Division 4 boys came out on top with a score of 1-0. The third game, between Vernon Yard and Division 3, was won by the Vernon lads who stacked up 11 runs to Division 3's zero.

The season this year will run for fifteen weeks ending July 30. Two nine-inning games will be played each Sunday, the first starting at 11 a.m. and the second at 2 p.m.



President-elect P. B. Harris (right) prepares to put one over the fence while Manager of Operations C. E. Morgan signals for a fast one.

—
*Below—
South Park player beats the throw to the sack.*



League President Roy Platner and Vice President K. E. Sloan are to be commended for their excellent

work in preparing the field programs and schedule for this new baseball season.

Backing Out

"Driver, help me off this bus."
"Sure Lady."

"You see, I'm stout, and have to get off the bus backwards. The steward thinks I'm getting on, and gives me a shove on again. I'm five stations past my destination now."

Mother: "Why are you making faces at that bulldog?"

Small Child (wailing): "He started it."

City cousin: "Why are those bees flying around so frantically?"

Farmer: "I guess they have hives."

VERNON WINS HOOP CROWN

By C. J. KNITTLE

ANOTHER lively basketball season ended March 9 with the Vernon Yard lads holding a two-game lead over the Division Five Champions of last year.

The loss of first place this season was perhaps disheartening to the Division Five boys for this would have been their third consecutive Championship and would have given them permanent possession of the Traveling Lary Basketball Trophy. The loss of their star point-maker, Ray Pace, who left the service before this season opened had much to do with Division Five's ill-fortune throughout the recent contest. As in all forms of athletic competition, every team was out to lick the Champions. Vernon Yard succeeded twice and Division Three once. On two other occasions 16th St. Garage had bested the Division Five lads in the third quarter, but lost both games in the fourth. The winning of one of these games would have put 16th Street in second place



in the finals. It will be observed the season ended with Division Five and 16th Street tied for second place.

L. A. M. C., the Los Angeles Motor Coach lads, can take a bow for being the only team to defeat Vernon Yard this season. This, added to their excellent record for competitive effort, should prove a fine incentive for higher honors in future contests.

To the other four teams who played hard and well but, unfortunately, lost more games than they won, we very sincerely wish better results next season.

Finally, to the Vernon Yard Cham-

pions, we are proud to congratulate you, not only as the Champions of this 1938-39 season, but as a team which exercised the highest degree of sportsmanship in every game throughout the tourney.

FINAL LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard	13	1	.928
Division Five	11	3	.780
16th Street Garage	11	3	.780
L. A. M. C.	9	5	.642
South Park Shops	6	8	.428
Division Three	4	10	.285
Division Four	2	12	.135
Division One	0	14	.000

VIRGIL TEAM

Standing, left to right—N. Shafer, A. J. Wycoff, R. B. Crounan, E. J. Reynolds, U. T. Strong, V. W. Pizu; kneeling, left to right—J. T. Hopi, S. F. Pallas, M. A. Tudor, Mgr., F. P. Webster, W. M. Lewis.

HOLD BASKETBALL BANQUET

The South Ebell Club was the scene of a happy gathering Saturday evening, April 22, when 85 basketball players, Company officials and their ladies assembled to banquet and dance, a fitting finale of a successful basketball season.

Following the banquet, Master of Ceremonies Billy Vejar introduced the Company officials present. Manager of Operations C. E. Morgan, speaker of the evening, was introduced and after an impressive address presented the Los Angeles Railway Basketball Trophy to Carl Thompson, manager of the Vernon Yard Champions.

Harry Gilmore, President of the Basketball League, was then introduced and presented individual basketball charms to each Vernon Yard player. As a special award for outstanding sportsmanship throughout the season, Manager C. W. Brown and his Division Four teammates were awarded similar charms.

During the dance which followed, the players convened for a brief session and elected C. W. Brown President, Tom Jeffrey Secretary and K. E. Sloan Official Scorekeeper for the 1939-40 season.

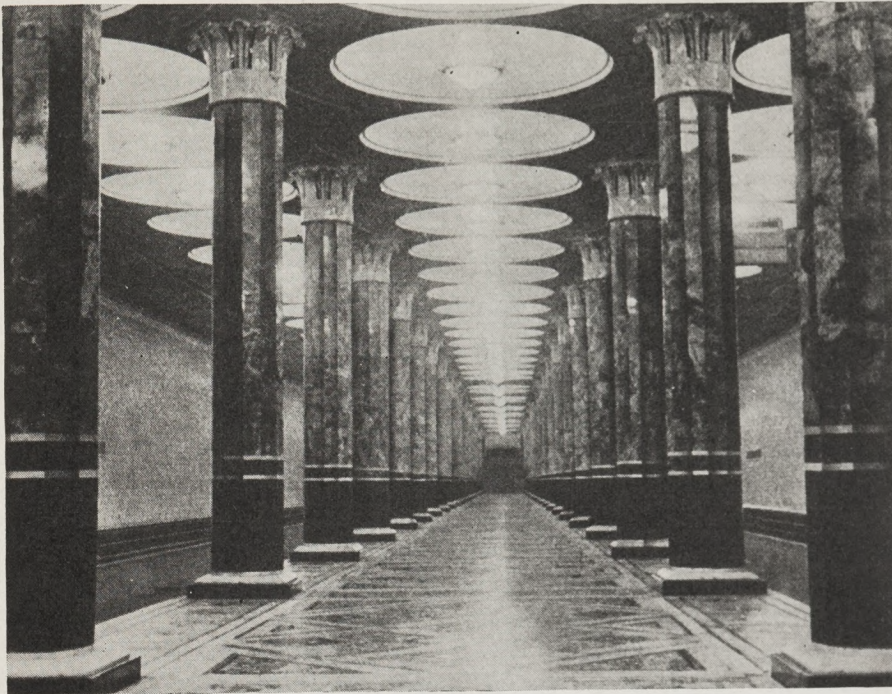
THE MINIMUM

By W. W. WEBB

16th Street Coach Division

Solitude, deep night
 Myriads of stars o'er head;
 Like distant winking candles
 Faintly, their light is shed.
 A ship of gold, the moon;
 Drifts by on a sea of blue,
 The murmuring sound of the
 river
 Is nature's symphony played,
 To enhance the view
 Seeking to probe the cosmic
 scheme
 Will only amaze, and enthrall
 When you realize the world is
 vast
 And man is very, very small.

MOSCOW METRO



Marble corridors lend distinction to Moscow's extensive new subway.

By HERBERT W. MUELLER
Virgil Coach Division

*Continuing Mr. Mueller's Series of
Articles Dealing With Foreign
Transportation Companies.*

THEY were still laughing when they left the Park for Culture and Rest and were walking along the Kaluzhkaya Ulltsa. Pavel Komoyvich slapped his ham-like hands against his sides, his leathery peasant face furrowed like his native kolhoz. "Those statues, nephew—I know Masha will not believe me when I tell her about them. 'You have been drunk, Pavel Komoyvich' she will say. Is that a way to talk for a woman? And an ignorant one, at that,—one who has never been outside her native village. And to me, who has been in Moscow two times already—once before the revolution and now as delegate to the Parliament of Bolshevism. A delegate, Yegor—Masha should be proud! But you know how women are, Yegor—afraid to praise their men for fear they may become too proud. All Masha ever says is 'You are not bad, Pavel Komoyvich. Neither God's candle nor the devil's broom, as the proverb has it. Such are women!'"

From under his bushy brow he shot a glance at his young companion who was smiling at the thought of his crafty old aunt. Receiving no reply Pavel continued his running monologue. With the rhythmic stomp of his heavy boots as an accompaniment he aired his views about the changed Moscow, the conditions at home, and the impudent conductor on the Archangel-Moscow Railway. But finally he came back to the theme that was uppermost in his heart—his position as a delegate.

"We have another meeting tonight, you know—confound it, why do we have to meet at times when I want to go to the movies. How do we get to the Kremlin from here? I would like to take a ride on one of those river boats on the Moscow River. Do you suppose they are safe?"

"Oh, quite safe," grinned Yegor, "and pleasant to ride on, too. They are 131 feet long and carry 300 passengers. You see I know all the facts

and figures about Moscow transportation because I am working in the Commissariat for Transport. Our Moscow has grown since the time you were here last, uncle. Four million people are now living in Greater Moscow and they always seem to be on the go. You wonder why there are so many people on the streets, in the parks, in museums, restaurants? That is because we do not work from eight to five like most people in the capitalistic countries but our seven working hours are "staggered" so that the people are working and playing at all hours of the day and night. We do not know the phenomenon called "rush hour" in other countries, when workers, rushing home, crowd all public vehicles to the breaking point. And since we have no "Sunday" in the sense of a general rest-day but have our rest-days on different days of the week there is plenty of activity in all public resorts every day of the week. And how these Muscovites like to

travel, uncle. Streetcars, buses, trolley-buses, subways and river steamers—they are always filled. Six million passengers daily—that's what they carry, uncle. That's an average of 700 rides a year for every Muscovite—more than in big New York. We now have 2650 streetcars and 570 trolley-buses not to mention the regular buses in service. Have you seen our new stream-lined streetcars, uncle?"

Pavel Komoyvich spat a disdainful curve in the wind. "Seen them?—I rode in them. But never again—delegate or no delegate. It was yesterday that I stood in front of my hotel in Meshchanskaya Ulltsa and saw these elegant looking wagon-trains—you know there are two or three coupled together. I say to myself 'One must be progressive, Pavel Komoyvich, the times demand it. As it is fitting for a delegate I shall not walk to the Kremlin but ride in one of these elegant cars.

"MOVE TO REAR, PLEASE!"

I wait. In time a three-wagon trolley arrives and I enter in front. What do I see? It is a woman who is operating this speedy and elegant machine. A woman, Yegor! You know the old Russian saying: 'A chicken is not a bird and a woman is not a human being!' And here a woman—well, let it be. These are modern times, I say. One must be progressive. "How far, citizen" she asked me and when I told her to the Kremlin she put out her hand. "That'll be ten kopeks." I pay and receive a zone check, but no seat. I stand. More people are coming in. 'Move to the rear' the conductress yells. I am at the rear of the first wagon. I am pushed across the connecting bridge into the second wagon. Still no seats. The conductor in this wagon says: 'Go through, citizen, you can get off only at the end of the third wagon.' Now my patience was at an end. 'Citizen conductress, I say, don't you think you are carrying this Stakhanovich sys-

tem too far? Am I a tractor on a conveyor belt, moving along without rest? I paid ten kopeks expecting a restful ride. There are no seats. I am being jostled. And now I have to walk half a werft to be able to alight. Citizen conductress, I say to you 'Phew'."

Pavel spat out the "Phew" so that it sounded like a pop-gun. Yegor bellowed a deep laugh and slapped his uncle's shoulder.

70,000 WORKERS ON SUBWAY

"I know how you feel, Uncle Pavel. A few years ago it was much worse. And then Comrade Kaganovitch said: 'It is a shame that workers should have to stand in overcrowded streetcars and buses. We must find other means of transportation. New York has a subway, London has a subway—why shouldn't Moscow have one too?'" Soon plans were drawn and in November, 1931 we started on our subway. We did not have to worry about property rights as it is usual in other countries. The state needs your land, comrade—move over. That's the way we did it. 70,000 workers were busy day and night. Engineers from America, England and Germany showed us the different ways of tunneling. At that the first section caved in—the soil was too soft. No

matter, we went at it again and in May, 1935 the first section of the 50 mile road was opened. And what a subway it was! Not just a number of trains running underground, but it was the most beautiful subway in the world! But you shall see for yourself, Pavel. Over there is the entrance to the Krimskaya Station. Let us cross the street."

Soon they were entering the trim little building, the large cement letters on top of which proclaimed it to be an entrance to the Metro. Yegor bought two tickets costing thirty kopeks each (1 2/10 cents). "Cheap enough, isn't it? Let's go over to the escalators and ride down to the station."

They walked over to heads of the escalators. Pavel watched with large eyes how people nonchalantly stepped on the moving stairway and disappeared in the depths while others were spewn out of the bowels of the earth by the same device. For a minute he considered going back in the streets again and taking a droshky, but before he knew it Yegor had pushed him on one of these staircases and the descent began.

"Great, isn't it?" gloated Yegor, his hands sweeping the air, "these moving stairs can handle 13,200 people an hour. Some of these stairs are 200 feet long and they move at a rate of 2 feet 4 inches a second.



An entrance to the Moscow Metro.

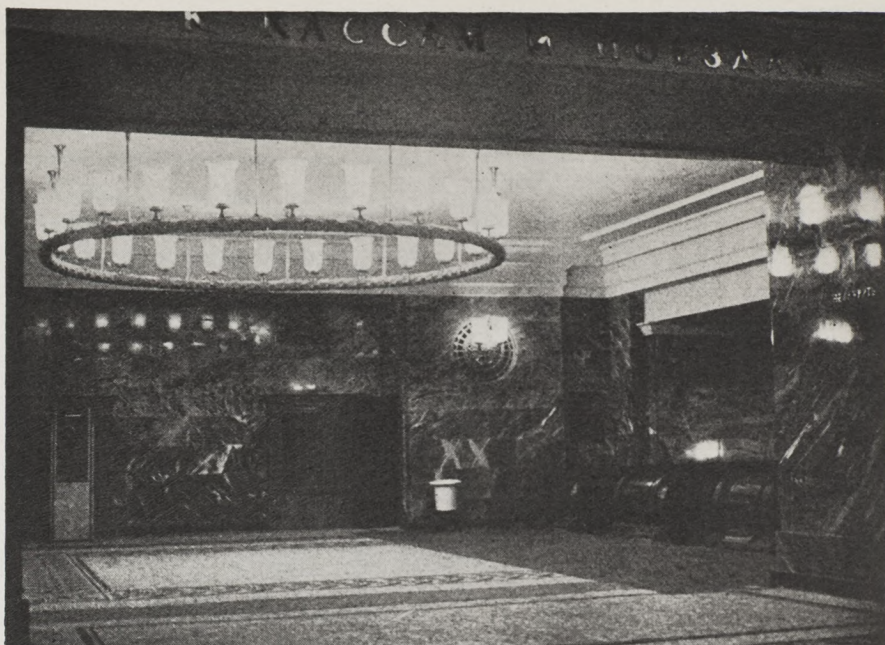
Notice the wood of the balustrades, uncle. Polished oak and walnut—nothing is too good for the people. Look out now, this is the end of the stairway. Lift your feet!”

Pavel obeyed in a daze. His eyes grew to an enormous size as he walked with unsteady steps along the platform, pushed along by hurrying crowds. Never, never had he seen such a sight. It was an enormous hall, about 200 feet in length, ultra-modern in design, the polished tile walls of which reflected the indirect light emanating from rows of marble pylons. His heavy boots tramped upon colorful mosaics, laid out in beautiful patterns. In spite of being 80 feet below the street level the air was fresh and pure, being changed over eight times an hour as Yegor explained. Marble benches with oaken seats invited to rest and the two sat down to take in the wonders of the Moscow subway at their ease.

Yegor thoroughly enjoyed his uncle's naive astonishment. “Feast your eyes, uncle,” he exclaimed with the understandable pride of a 167-millionth part-owner of such architectural marvel. You'll see many more. And every one of them different in design and execution. Even an illiterate person will know at once what station he is entering.

MARBLE EMPLOYED EXTENSIVELY

He'll look out and see one that is built like a Zeppelin hangar and say to himself ‘Ah, this must be Aeroport Station. Or he sees row after row of beautiful white marble columns—120 of them—and knows that he has arrived at Sverdlov Square, the “White Palace” as they call it. Some stations are laid out in metal, others in marble—everything in cold marble—even the toilets. Think of it, Pavel! 450 carloads of marble were shipped from the Caucasus and Ural mountains to decorate stations more beautiful than the palaces of the aristocrats before the revolution. Now everybody who has 30 kopeks



Impressive foyers lead to subway elevators and escalators.

can enjoy them.” He continued to describe the wonders of the Byelorussian station with its classical Corinthian columns and the peculiar effect of the enormous skylight domes of the Sokol station which gave the effect of cyclone centers suddenly chilled into marble. Then he interrupted himself. “The train is coming, uncle, let's get ready.”

The six-car subway train slid noiselessly into the station. The four doors of each car opened automatically and a stream of passengers was entering and leaving. Pavel and Yegor sank into one of the comfortably upholstered seats and relaxed. The doors shut. With a barely perceptible motion the train started to roll out of the station. The columns flashed by faster and faster. Then sudden darkness enveloped the train only occasionally broken by flashing signal lights. Now the train was gathering speed.

“Every four minutes one of these trains leaves the station,” continued Yegor his explanations, “Later it will be every two minutes. Every car has seats for 52 passengers and a total capacity of 186. Notice how

fast we travel, Uncle Pavel. 18 miles per hour is the average speed but the maximum is 45—and never an accident in three years of operation. No wonder the citizens like to travel on the Metro. 170 million of them used the subway in 1938. That means 59,166 passengers per mile of track, or more than London, New York or Berlin carries. What will Masha say when you tell her all this?”

Pavel by now had regained his composure. Resting his mud-caked boots on the opposite seat he gave forth a belch of satisfaction. “She'll think I'm bragging. But what do I care. I have seen the subway, I have ridden in it. It's not just something I heard about. Did I tell you what happened at the meeting the other day, Yegor? The Commissar for Heavy Industries had been telling us about the progress we were making in all fields. Iron ore produced, rails laid, electricity created—what do I know about such things. I am a farmer, Yegor. Then one delegate gets up and says: ‘Excuse me, comrade commissar, but I am from Sverdlovsk and I am on the streets every day—but I have seen no new

streetcars!' Did that stump the commissar? It did not, Yegor. He wagged a warning finger at the delegate from Sverdlovsk and shouted: 'That's just the trouble with you, comrade. You waste your time promenading and gazing into the air instead of reading in the newspapers what is going on in the country!'

Sudden light burst in from outside. "Ploschad Revolutsii" said Yegor "We are here. Come on."

They disembarked. Slowly they

walked towards the escalators, stopping now and then to admire some of the murals, depicting the arts of the Soviet Union. With a firm step and evident enjoyment Pavel stepped upon the moving stairway and was whisked to the streetlevel. Before they left they walked around in this center station of the Moscow Subway system and viewed the sculptures along the walls which portrayed the Russian people at their various occupations. When they finally separated in front of the station, Pavel shook

Yegor's hand warmly.

"Thank you, nephew, for the things you have shown me. I never knew that there could be so much of interest in the business of transporting people from one part of town to the other. Seems to me that a transport system shows the health or sickness of a city just like crops show conditions of the soil. Moscow seems to be healthy—growing. I shall be back in a few years—and, oh yes, I shall bring Masha with me!"

NEW LIBRARY BOOKS

ANNUAL REPORTS

Huntington Library. 1938.

Los Angeles. **Board of Park Commissioners. 1938.**

California. **Railroad Commission. 1938.**

California. **Railroad Commission. Annual Report Grade Crossing Accidents Year 1937.**

Making the Annual Report Speak for Industry. 1938. Illustrates how many companies are making their financial and operating statements simple and readable and as attractively composed as advertisements.

DIRECTORIES

McGraw-Hill Transit Directory. 1939.

Air Mail Schedule. 1939, new series. Time and rates for principle cities in the United States, trans-Pacific Countries, Europe, Central and South America.

INCOME

National Income in the United States. 1799-1938. N. I. C. B. 1939. Sources of national income and the rise of government as a direct source of personal income.

TRAFFIC

Traffic Engineering Training School. 1937. Outlines and

lectures on traffic control and regulation given at Harvard Bureau for Street Traffic Research.

Orderly Traffic: the automotive safety objective. 1939. A model program for each State to increase traffic efficiency and to reduce accidents.

Training Traffic Engineers: origin and functions of the Bureau for Street Traffic Research.

PUBLIC UTILITY REGULATION

Cases on Public Utility Regulation. 1939. 162 cases together with dissenting opinions and introductory notes on regulatory problems involved.

TRAFFIC ACCIDENTS

A Survey of Traffic Accident Investigation and Related Activities. Olstyn. 1937. A research report presented to University of Southern California.

LABOR

The Worker, the Foreman and the Wagner Act. Greenman. 1939. The rights and obligations of persons having supervisory responsibility in complying with the Labor Relations Act.

Unemployment Compensation Interpretation Service. Social Security Board. 1938. Selected

decisions of the British Umpire. British decisions, apparently, are being used as a basis for American decisions.

ELECTRICAL

General Electric Company's booklet describing electrical instruments they have made.

TRAVEL

Alone. Byrd. 1938. An account of Byrd's five month isolation at Advance Base, south of Little America.

MAGAZINE ARTICLES

Transit Journal. March, 1939.

"San Francisco Commuters Enter a New Era: electric railway operation over 8¼ mile bridge provides faster and more direct service for East Bay residents."

"Sketch Your Accident: detailed records made on the spot are of inestimable value in studying case at later date."

American Society of Civil Engineers. Proceedings, March, 1939.

"Increasing the traffic capacity and safety of thoroughfares."

"Transportation Developments in the United States."

"Traffic Problems in Metropolitan Areas."

American City. March, 1939: Finance Transit: basic considerations for mass transportation planning in large cities.

NEWS FROM LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the months of February and March there were 149 employes confined to the hospital, which represents 1428 hospital days. The cost of the hospital service was \$2373.

Regret to report the death of three employes during the months of February and March, and the death of the wife of one employe. The employes who died were covered under our Group Life Insurance Policy and the employe whose wife died was a member of the Wives' Death Benefit Fund.

During the months of February and March there were 447 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

Charles Oliver Morse, on the Pension Roll, died March 12, 1939. He was born in Wichendon, Massachusetts, February 26, 1883, and entered the service of this Company as Conductor, Division 1, January 29, 1907, transferred to the Motor Coach Division as Operator June 8, 1923, appointed Supervisor May 1, 1924, appointed Foreman September 1, 1925, appointed Superintendent Motor Coach Division April 1, 1930, and placed on the Pension Roll April 26, 1937. Mr. Morse is survived by his widow, a son and two daughters. He was a member of the F. & A. M. No. 578, Los Angeles, California.

* * *

Frank Ralph Howard, Conductor, Division 4, died March 24, 1939. He was born in Montgomery, Alabama, December 29, 1872, and was employed as Conductor, Division 2, August 31, 1917, transferred to Division 4, July 10, 1932. He is survived by his daughter.

* * *

Leonard Schmidt, on the Pension Roll, died April 15, 1939. He was born in Hesson, Germany, Septem-

ber 10, 1864, and was employed as Teamster in the Way and Structures Department, November 4, 1910, appointed Watchman September 1, 1917, and placed on the Pension Roll, August 1, 1932. He is survived by his daughter.

* * *

William Henry Neighbours, on the Pension Roll, died April 7, 1939. He was born in San Bernardino, California, May 27, 1867, and entered the service of this Company as Motorman Division 1, February 25, 1893, appointed Instructor March 1, 1923, and placed on the Pension Roll, June 15, 1937. He is survived by two daughters.

* * *

The wife of Green Turner Fulkerson, on the Pension Roll, died April 5, 1939.

* * *

The wife of Avard Robert Graves, Flagman, Transportation Department, died April 5, 1939.



PENSION ROLL

Harry Warner Livesay, Motorman Division 3, was placed on the Pension Roll, effective January 30, 1939. Mr. Livesay entered the service October 4, 1916, as Motorman, Division 3. His present address is 638 Cypress Avenue, Los Angeles, California.

* * *

Clarence Edward Greenlea, Motorman Division 5, was placed on the Pension Roll, effective February 1, 1939. Mr. Greenlea entered the service May 31, 1907 as Motorman Division 2, transferred to Motorman Division 5, July 31, 1932. His present address is 1159 East 65th Street, Los Angeles, California.

* * *

Marion "S" Thomas, Conductor, Division 1, was placed on the Pension Roll, effective February 3, 1939. Mr. Thomas entered the service as Conductor, Division 1, September 30, 1904. His present address is 1525 Rockwood Street, Los Angeles, California.



Congratulations to:

Operator Lawrence Staten (Division 3), married to Miss Evelyn Herr on April 15.

Conductor M. J. Foley (Division 5), married to Miss Edna M. Hubbard on February 11.



YELLS

Best Wishes to:

Marlene Jean, born to Operator (Division 1) and Mrs. M. L. Johnson on February 21.

Richard, born to Operator (Virgil Coach Division) and Mrs. G. R. Reinjohn on March 24.

Bruce Albert, born to Yard Carpenter (Way and Structures) and Mrs. Cleave Traywick on March 22.

Jaqueline Carol, born to Operator (Division 4) and Mrs. L. F. Auker on March 4.

Dianne, born to Serviceman (16th Street Garage) and Mrs. Gourney Turner on March 7.

Jimmy Lee, born to Motorman (Division 5) and Mrs. R. E. Rice on February 13.

Ralph Loren, born to Motorman (Division 5) and Mrs. L. W. McDaniel on February 22.

Marie K., born to Conductor (Division 5) and Mrs. W. H. Langdon on March 1.

Richard Joseph, born to Serviceman (16th Street Garage) and Mrs. E. B. Kennett on April 4.

Keaven Oliver, born to Motorman (Division 5) and Mrs. B. B. Blackwell on April 3.

Donald A. Ness, born to Elmer Ness (Substation Department) and Mrs. Ness.

Carol, born to Operator (Substation) and Mrs. E. B. Wade.

FACTS ON ONE - A "NO" Vote on Proposition No. 4

LOW FARES:

It always has been, it is now, and it always will be the intention of the Los Angeles Railway to keep car fares as low as are consistent with the type of service rendered.

The great increase in the number of privately-owned automobiles in the past few years has caused a falling off in the revenues of transportation companies. The companies had their choice of increased fares, lesser service, or one-man cars.

The use of one-man cars solved the problem in many cities, as in Los Angeles, and it is through their use that fares are held at their present low for the longest average ride of any city in the world.

HIGH WAGES:

The operators of the one-man cars in Los Angeles are the highest paid trainmen in the service because they have passed rigid examinations and are most highly efficient through study and experience. These wages are above the average of the United States for similar employment. The more one-man cars operated in Los Angeles the more higher-salaried men will be trained and employed. The surest route to prosperity is through the man who works steadily at higher-than-usual wages.

MORE COMFORT:

There is no transportation vehicle of any kind now in use in the country which affords more comfort to riders than the new streamline type of one-man cars of the Los Angeles Railway for which the company has spent \$2,781,664.00, including some modernization and addition of loops and terminals, during the past four years. Negotiations are now pending for the purchase of more of these new cars. The Los Angeles Railway has shown its interest in its patrons by this expenditure which is almost

double what its agreement with the city called for

GREATER SAFETY:

Read this portion of the California Railroad Commission Decision No. 31866.

"That one-man operation can be conducted more safely than two-man operation would appear to be illustrated by Exhibit No. 17, which shows that, on thirteen lines on which one-man cars were operated, the number of accidents had been decreased by 35.5 percent after operation by one man was instituted, as compared with a similar period during which the operations were conducted by two men. It is only fair to state, however, that this same exhibit shows that during the year 1938 there were 28.4 per cent less accidents on two-man cars than for the year 1937, indicating that a comprehensive program of accident prevention was bringing results."

There can be no doubt but that one-man cars, of the type used by Los Angeles Railway, provide the safest form of street car service.

FINER EQUIPMENT:

If the Los Angeles Railway is allowed to operate its lines according to its expressed desire to please its patrons, the City of Los Angeles will have the best rolling stock of any city in the United States very shortly.

If hampered by a small minority, representing less than three per cent of the registered voters which signed the petition to put Proposition 4 on the ballot, the addition of more of the later types of equipment will be delayed if not entirely eliminated.

If you approve of more of this finer, more comfortable, safer equipment, you will vote "NO" on Proposition No. 4 on May 2.

STEADIER EMPLOYMENT:

At no time, since the first installation of one-man equipment on Los Angeles Railway lines has any employe lost his job for this reason.

Again we quote from the California Railroad Commission Decision No. 31886:

MAN OPERATION

Important to All Employes

"The frequently expressed opinion that the institution of this type of service results in many employes being thrown out of work is largely refuted by Exhibit No. 20, which tabulates the turn-over of employes in train service for the ten-year period 1929 to 1938, inclusive. This tabulation shows a gradual reduction of per cent of turn-over from 29.9 in 1929 to 12.5 in 1938. Contrary to this opinion, the record shows that oftentimes the introduction of one-man operation permits the operating company to render a more frequent and improved service, thereby attracting additional patronage to its lines, with the consequent result that more platform labor at higher wage rates is utilized than had been under two-man operation."

Mind you, this is an official decision and not merely the thought of those interested in the Los Angeles Railway. However, the figures are borne out by the records of the Los Angeles Railway which are open for all to see.

MORE FREQUENT SERVICE:

In every case where one-man equipment has been substituted for older street cars more cars have been put on and more frequent service has been offered.

This has resulted in greater use of the Los Angeles Railway cars, has increased the revenues and has been one of the chief features in eliminating the necessity of an increase in fares.

IS IT FAIR?

The Democracy of Americanism is based upon a spirit of fairness. One-man cars were put in operation pursuant to a written agreement with the city in 1935. At that time Los Angeles Railway agreed to spend \$1,500,000.00 for new street cars and modernization of other equipment. The agreement was based on the fact that all the new cars, and the remodeled cars, would be operated by one man.

The Los Angeles Railway has more than lived up to this agreement with the city. Instead of spending the agreed \$1,500,000 in three years, the company has spent \$2,781,664.00 in four years.

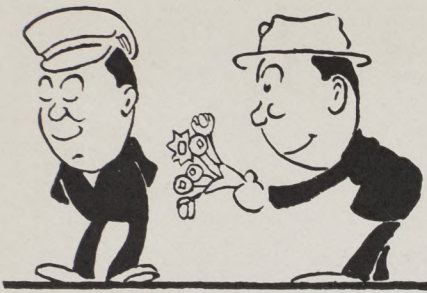
Proposition 4, placed on the ballot with the signatures of less than three per cent of the registered voters, asks you to go back on the city's word by destroying this contract under which the Los Angeles Railway has spent, and stands to lose, nearly two and three quarters millions of dollars.

ARE WE GOING BACKWARD?

Some thirty or more years ago the regulation of railroads, street cars and light and power companies was a political campaign issue. We got away from it then because we found it insidious and detrimental to the best interests of everyone.

Now, the proponents of Proposition 4 on the May 2 ballot are trying to take us back thirty years and give the politicians the chance to overthrow the California Railroad Commission and the Los Angeles Board of Public Utilities and Transportation, both of which bodies we have learned to respect for the good work they have done.

Proposition 4 is designed to replace regulation by transportation experts, by an arbitrary law which would freeze street car operation, regardless of the needs of the public. Proposition No. 4, if adopted, cannot be amended, repealed or modified, except by a vote of the people at some future City election. It places transportation regulation back into politics from which it was removed thirty years ago by men of the type of the late Senator LaFollette and our own Senator Hiram Johnson. The proposed law, if adopted, is inflexible. It demands that a crew of at least two men must be maintained on all street cars at all times on all streets, regardless of the hour of day or night of operation and irrespective of the number of passengers carried, the type of street car service, or the area served.



PATRONS'

"CONSIDERATION PLUS" . . .

"For some reason we are always ready to write a letter of complaint! however, I wish to state this is one of praise.

"My daughter, 9 years old, and I frequently come home on a northbound "V" car about 5:30 and have the same conductor. His number is 2834 (V. E. Munger, Div. 5), and he is always most courteous and careful about children. He took time to explain to my daughter about the most efficient handling of a car book and when going around a corner took hold of her shoulder so as to prevent her from falling.

"In this day of hurrying and seemingly disregard for anyone other than ourself, I couldn't help from noticing these commendable traits of Conductor 2834 and wondered if the officials of the Railway Company wouldn't also like to hear of them."

MRS. EVELYN CAMMACK,
and CAROL CAMMACK,
1750 W. 22nd St.,
Los Angeles.

"VERY EFFICIENT" . . .

"I take this way of thanking driver 782 (C. D. Kelley, *Sunset*) for his fine and courteous service.

"You could hear the streets he called on the last seat in the bus and he called them all.

"He also waited for passengers alighting from other busses. He is very efficient."

JACK HITSON,

No address given.

"P.S.—I am from Pittsburgh, Pa."

"KIND DEEDS" . . .

"I am enclosing a token to be returned to Conductor No. 1038 (O. L. Bessire, Div. 3)—"L" car line. Your employe was kind enough to pay for my fare when I discovered I had left my pocketbook at my office. This was most kindly and considerate and it is such acts as these that renew your faith in men. It incidentally reflects upon the superiority of the company that employs such men."

MALCOLM LLOYD, M. D.
623 Imogen Avenue,

"CONGRATULATIONS FOR DRIVER 791" . . .

"I wish to commend driver 791 (F. C. Kraner, *Vermont*); yesterday I was going to an address on Shannon Road. I lacked the name of the bus stop, Lambeth Street.

"I waited over an hour, at Vermont, for a Los Feliz bus. The drivers either told me they weren't going that far or to take the next bus.

"The second time driver 791 saw me waiting there, (he'd just made a short trip, for I remembered his having been there not so long before) he said to me, "Get in and we'll find it, although we may take a little time; I hope you're not in a big hurry."

"When we reached the end of the line he went into a filling station and looked Shannon Road up. Then he put me off quite a distance from Shannon Road, telling me he was thus saving me time; giving me more than explicit directions for reaching the address.

"It so happened I reached the address, delivered a message, and caught driver 791 at the Lambeth bus stop, just as it started to rain. I was told the bus was on the same trip. So, I did save time, and didn't get caught in the rain. Therefore, I feel driver 791 well deserves the small effort required to write this letter.

"Please believe me, this isn't condemning any of the other Los Feliz bus drivers that were going as far as Lambeth Street. They could and would have put me off there if I had known the name of the bus stop."

HARLEY C. KELLER,
277 West First Street,

"NO. 2442 SAW PLIGHT" . . .

"Allow me to compliment you on your Motorman 2442 (O. T. Durr, Div. 5). A very sharp-eyed fine man who has a thought for his fellow man when *that* fellow is in need of a thought, or perhaps I should

have said when I was in need of a bit of thought—at 11:20 p.m.

"Oh, it was one of those familiar crazy auto-driver cases where the hog wants all the road and those who want to use a street car can go to blazes or stand on the corner till another street car comes along. However, the street car, a No. 7, had on it a motorman who saw my plight; he stopped his street car in the next block so as to give me a chance to board it. I thanked him, yes, but that isn't enough, I'd like to have you thank him also if you will—for me."

EDWARD REMAN,
3025 So. Main Street,

"GOOD ACT" . . .

"I am writing to inform you of the honesty and courteous treatment received from one of your conductors (Mr. H. Kerr, Div. 5), on the "V" line. No. 2067.

"I had left my briefcase containing my music and my school books on the car when I transferred. As soon as it was possible to call me he did so telling me where I could locate it. I was very grateful to have this returned to me."

FAY OLIVER,
836 West 50th Street,

"FINE PUBLIC SERVER" . . .

"I want to tell you about a conductor you have on your line "2"—No. 1596 (Mr. H. F. Hames, Div. 3). He is one of the finest types of public "servers" that I know—everyone seems to know him, saying "Good morning" or some pleasant remark. He is one of the men in your service whom I would like to see given every chance for advancement. He is kind, cheery, considerate and efficient."

MRS. MARY FLORENCE WIRTLE,
233 Lake Shore Terrace,

PLAUDITS



"EXTREME COURTESY" . . .

"My wife and myself had occasion to use the trolley last week and we would like to comment upon the extreme courtesy of one of your trainmen. My wife noted his cap which was numbered 2868 (*L. H. Elliott, Div. 4*). It is a real pleasure to travel when directed by such men who go out of their way to please a customer."

BRIG.-GEN. JOHN D. O'CONNOR,
106 West Mission,
Santa Barbara, Calif.

"HELPFUL INDEED" . . .

"I am writing to compliment you on the thoughtfulness of one of your employes. His number is 626 (*W. R. White*), driver on the Sunset Boulevard line. He got out to help a blind man, who had become very much bewildered in the traffic at Third and Vermont, took him across the street, and put him on a street car.

"I, as well as others in the bus, commented on his kindness, and I know you will appreciate hearing of it."

CONSTANCE I. GRANT,
1251 No. Alexandria Avenue,

Also received this month were letters recommending the following Trainmen and Coach Operators:

Trainmen

Y. W. Beal, Div. 4
T. B. Erckert, Div. 4
M. E. Scoville, Div. 4
F. W. Greene, Div. 4
C. W. Lentz, Div. 3
S. C. Webster, Div. 5
W. T. Russell, Div. 3
H. T. Parks, Div. 3
G. S. Nixon, Div. 3
J. W. Kasbeer, Div. 3
W. T. Skinner, Div. 3
B. W. Terry, Div. 3
M. D. Porter, Div. 3

C. M. Delahunty, Div. 3
G. W. Loff, Div. 3
L. L. Gere, Div. 3
F. C. Smith, Div. 3
H. T. Deane, Div. 3
E. E. Sooy, Div. 3
W. H. Clayton, Div. 3
L. H. Sanford, Div. 3
R. E. Huddleston, Div. 5
A. E. Seyers, Div. 4
E. A. Burgess, Div. 4
J. M. Craft, Div. 1
W. E. Schoenbaum, Div. 1
C. G. Ward, Div. 1
C. W. McGehee, Div. 1
H. Van Doorne, Div. 1
A. I. England, Div. 1
C. M. Beard, Div. 1
D. W. Tinsley, Div. 1
R. D. Murphy, Div. 1
T. N. Willis, Div. 3
H. S. Turner, Div. 4
A. E. Temple, Div. 4
P. H. Chapman, Div. 4
J. M. Wayne, Div. 4
J. T. Little, Div. 4
G. LaCreux, Div. 4
C. E. Kelley, Div. 4
S. B. Smith, Div. 5
G. F. Fuller, Div. 5
F. J. Donnelly, Div. 5
E. I. Aiken, Div. 5
M. M. Overturf, Div. 5
J. A. Wear, Div. 5
F. C. Sommer, Div. 5
W. N. Carl, Div. 1
W. P. Leggitt, Div. 3
M. W. Galbraith, Div. 1
H. Cannon, Div. 5
J. W. Kilgore, Div. 5
C. P. Daerr, Div. 5
C. W. Boyer, Div. 4
G. J. Stoddart, Div. 1
C. W. Owen, Jr., Div. 5
D. O. Dulin, Div. 5
D. E. McCarter, Div. 3
G. H. Kunz, Div. 4
M. C. Sonner, Div. 3
M. L. White, Div. 3
A. R. Miller, Div. 3
H. F. Hames, Div. 3
D. MacTaggart, Div. 5
L. E. Adkins, Div. 1
C. J. Morrissey, Div. 1

H. F. Keiser, Div. 1
L. T. Staten, Div. 3
J. L. Warren, Div. 5
C. L. Burroughs, Div. 3
C. Larson, Div. 3
H. L. Kline, Div. 3
C. E. Benedict, Div. 3
F. O. Roberts, Div. 5
C. C. Dalzell, Div. 3
A. H. McCarter, Jr., Div. 3
E. E. Hayes, Div. 3
S. L. Foose, Div. 3
O. D. Cox, Div. 3
G. E. Broman, Div. 3
C. R. Cooper, Div. 3
R. J. Johnson, Div. 4
W. H. Welch, Div. 4
A. Mariscal, Div. 1
H. E. Schultz, Div. 5
I. C. Freivogel, Div. 5
J. P. Lipscomb, Div. 4
C. P. Rutledge, Div. 4
J. C. Baldwin, Div. 4
I. Gasparro, Div. 3
J. M. Davis, Div. 4
B. A. Rich, Div. 5
G. B. Stokes, Div. 4
S. L. Lake, Div. 4
H. L. Foss, Div. 4

Operators

C. A. Malin, Beverly
R. W. Buchanan, Crenshaw-La Brea
C. H. Ecton, Figueroa
F. D. Odom, Highland Park
V. L. Tunnell, Alvarado
C. F. Drummer, Sunset
R. M. Mills, Sunset
R. A. Brown, Vermont
L. T. Curran, Florence-Soto
P. M. Gratzner, Melrose
J. H. Richards, Florence-Soto
C. E. Tatum, Beverly
O. L. Lahman, Figueroa
B. B. Towsley, Figueroa
H. T. Megill, Alvarado
G. W. Jensen, Normandie
R. J. Bloodgood, La Brea
H. A. Walters, Wilshire
W. H. Barnett, Wilshire

Clubs and Vets

WOMEN'S CLUB

ON March 16th, we celebrated the second anniversary of the organization of the club. Mrs. J. F. McCormick gave two unusually interesting readings in costume. Mrs. H. H. Jackson, refreshment chairman, carried out the birthday motif by serving a beautifully decorated cake.

Invitations were extended to regular members, all women eligible for membership in the club, and their husbands for the Open House, March 23rd, from four until nine o'clock. We were honored to have so many guests present and were proud to have the opportunity to display our new clubrooms. The officers and members of the Los Angeles Railway Women's Club wish to extend their sincere thanks to everyone for their cooperation and gracious assistance in making their Open House a delightful success.

The officers of the Club were in the receiving line to greet their Open House guests. The new clubrooms were beautifully decorated with bouquets of lilies, ferns, daffodils and other lovely spring flowers. Visitors were shown the auditorium, dining-room, kitchen, sewing-room and nursery. Mrs. L. S. Storrs, Mrs. C. E. Morgan, Mrs. P. B. Harris, Mrs. Ben Schupp, Mrs. C. H. Holliday, Mrs. A. E. McKinley, Mrs. H. E. Jordan, Mrs. J. F. McCormick, Mrs. E. A. Ely, Mrs. H. W. Bailey, and Mrs. F. P. Rowbottom graciously presided at an attractively and deliciously laden tea table, lighted by candles with a floral centerpiece of yellow and white tulips.

The April 6 meeting was held in the Goodwill Industries auditorium. Elaine Anderson Dudley gave a short talk followed by moving pictures on the history, purpose and development of the organization. An amus-

ing reading by Mrs. Lorene Coe and two beautiful selections by the Goodwill organist completed the program. All the departments of the plant were visited after enjoying a delicious luncheon.

On April 20, Mrs. Carl Skinnell and Mrs. T. R. Bates were hostesses at the card party. Guests and members of the club enjoyed games of bridge, bunco and five hundred.

AMERICAN LEGION POST 541

While we are progressing as well as might be expected insofar as membership is concerned, I believe there are many eligible members among us who would join our Post if they only had some one to extend a welcoming hand to them. Last year, with the National Convention as a lure, membership was easy; this year a little more plugging is needed. So let's all get out and get that new member. Only eight more are needed to meet last year's high mark of eighty-five.

Bob Manning and the writer attended the Commander's and Adjutant's dinner sponsored by the Commodore Perry Post at the Kawafuka Cafe, 204½ E. First St. on April 11. Completely baffled with the wooden sticks they gave us to eat with, Bob managed to chisel a fork while the writer ate his ???? with a spoon. Anyway it was good.

Saturday night, April 15th, was one that taxed to the limit the accommodations at the home of Comrade Favour. Almost forty dyed-in-the-wool card players turned out to the card party and after the smoke of battle cleared away, the Auxiliary found themselves with more money than a pup has fleas.

Sunday four delegates from our Post spent the entire afternoon at Patriotic Hall and saw their candidate for Department Commander lose out in the first balloting by twenty votes. On the second ballot the Fourth Area went on record to support Paul Ballinger from the Walnut Park Post as Department Commander.



Guests enjoy refreshments at opening of new Women's Club.



Officers of Club pose for the cameraman at premiere of new quarters.

AMERICAN LEGION AUXILIARY

MARIE MANNING, *Publicity Chairman*

The Unit card party held Saturday, April 15th at the home of Mrs. Favour was well attended, several members of Lennox Post and Unit being present. Some very nice prizes were given for high score in each game; door prize won by Mrs. Sarah Cook.

Regular meeting was held Tuesday, April 18th with a very nice turnout of members and several visitors present; one transfer from Navy Unit being accepted.

The month of April was Educational and Child Welfare and the Unit did several outstanding things. The month of May will be Poppy month and Memorial Day and the Unit has ordered 2250 Poppies and will sell at each Division and the Main Office as they have in the past, and the days will be May 26 and 27 and all the members of the Unit are requested to turn out and help put this program over so as to help the Unit treasury and to help the comrades who make these Poppies. If you have not been assigned a place to sell on these days please be at the next meeting and you will learn more about it.

Our Hospital Chairman and the Unit wish to thank the Post for their generous donation to the hospital cigarette fund. This has been a great help and greatly appreciated.

L. A. Railway Unit 541, American Legion Auxiliary extends a cordial invitation to all ladies of the railway family who are eligible for membership to join with us and the fine work we are doing. If you would like to pay us a visit you are welcome.

Don't forget the next meeting will be held Tuesday, May 2nd in Patriotic Hall so let's all be there as plans will be made for Memorial Day parade at Sawtelle and the Coliseum.

VETS CLUB

E. J. ROCHE, *Publicity Chairman*

The March meeting, held in Patriotic Hall on the 14th, was well attended and considerable important business was transacted.

Popular "Jack" Carlin was elected an honorary member.

After their meetings, the Club and Auxiliary adjourned to the dining room and enjoyed delicious refreshments.

Comrade Freivogel was the lucky winner of the Mystery Package.

It is our sad duty to announce the death of Comrade Past Commander George W. Coulter, in the Veterans Hospital, Sawtelle.

On April 3rd the funeral services were conducted in the Veterans Hospital Chapel by Moneta Lodge No. 425 of the Masonic Order, and were sacredly beautiful and impressive.

In addition to the large number of civilian mourners, uniformed members of the Veterans Club and the uniformed members of its Auxiliary under President Esther Williams, and the uniformed members of the Veterans of Foreign Wars, there were present to do honor and pay their last respects to a fine gentleman and gallant soldier, Past Commander Leo L. Leasman of L. A. Railway Post 541, American Legion, who placed a beautiful floral offering on the bier; Past President Bettie Leasman, L. A. Railway Unit 541, American Legion, and Betty Roche, L. A. Railway Unit 541, member of the 17th District Auxiliary Ritual Team, American Legion, and many veterans of many wars.

The heartfelt sympathy of a host of friends is extended to the bereaved widow, Mrs. Ima Coulter, and relatives of our late dearly-beloved comrade.

The April meeting, on the 11th, was conducted by the Order of the Sword; and, as has become the case this year, was well attended.

After the serious part of the initiation, the newly-elected members,

Comrades Carlin, Knittle and Staten, were allowed to demonstrate their respective abilities as "goat riders."

At the conclusion of their meetings, the club and its Auxiliary adjourned to the dining room and enjoyed delicious refreshments.

"Drummer" Taylor was the lucky one to win the Mystery Package.

Comrade Grand Master H. F. Nelson of the Order of the Sword was highly complimented for the splendid manner in which he had conducted his first meeting as Grand Master.

On Sunday, April 16th, the Club and its Auxiliary had the honor of participating in the opening of the LARY Baseball League season, and the Club had the especial distinction of hoisting the League's colors to the gentle breezes of sunny southern California.

VETS CLUB AUXILIARY

By ELLA M. HOYLE, *Sec'y.*

On Tuesday, April 11th, our regular meeting was held at Patriotic Hall. Many points of interest were discussed and our new by-laws were read and approved by the members. We initiated two new members and applications were signed for two more. Let's keep up the good work.

As usual, refreshments were served after the meeting.

On Sunday, April 16th, we participated with the Veterans Club in the flag-raising ceremonies to celebrate the opening of the L. A. Railway Baseball League.

Our next meeting will be held May 9th, and we hope to welcome many more new members on this date.

Ella M. Hoyle, Secretary.

BRIDGE CLUB NEWS

By H. E. McCOLLUM

At the last meeting of the club on March 15th, a team was appointed to play in the Industrial League. Those appointed were Messrs. Ramsey, Jones, Painter and McCollum, then two extra players were chosen

in case some one of the regulars were not able to play. Mr. Shull and Mr. Scott drew these spots. A special get together of the team was held the following Friday night, and is to be held each Friday night until after the final playoff.

At the regular meeting held in the main building it was agreed to disband the club and that anyone wishing to continue the instructions could attend Mr. Johnson's club at his home. Beginners lessons on Monday and Friday nights and advanced lessons on Thursday night. His phone number is EX-3559. Lessons to our own club members to remain the same price as they were at our own meetings.

MOTORCYCLE CLUB NEWS

J. M. POLHAMUS

The LARY Motorcycle Club was started over four months ago by the Bus Drivers of LARY and Wilshire Divisions and is well on the way to becoming quite a group. Every operator owning a motorcycle is welcome as a member and membership also includes wife or girl friend. The club now boasts a membership of ten motorcycles, or twenty members.

It is surprising how many fellows working together every day are total strangers off the job. This club has created a feeling of good fellowship among a large group because of a common interest.

Trips to the mountains, the beach, and other places of interest are planned during the coming months in connection with which the club anticipates a lot of entertainment for all members.

So come on you Coach Operators having motorcycles, and join up. See either Operators J. M. Pohlamus or J. C. Walton of Wilshire Division. We have had a lot of fun so far but plan to have more as we go along.

Anyone wanting to do a little dirt track racing should try the course laid out by Operator G. D. Mothersbaugh. Ask our two daredevils—Operators Phil Welty and Earl Flan-

ders. We have one member whose specialty is stunting—ask "Crash" Boone.

SQUARE & COMPASS

BILL LANE

On Saturday evening, March 11th the largest turnout of members we have had this year, held their regular monthly banquet and meeting at the Golden State Ltd. Cafeteria at 1147 S. Towne Avenue. This is the first time the Club has ever met at this place and were so pleased with it they are going back there the second Saturday of April. The meal was excellent, we had the use of a large banquet room equipped with a stage, and our versatile Brother Billy Vejar put on the best vaudeville show we have seen for a long time and promised one which he said would be better next month, so come and look us over boys, we have a real Club now.

We had the pleasure of having with us Brothers Bill Marion, Howard Jones, John Keneally, Jimmie Simmons, Frank Irwin, W. Norris, Gretenburg, sparkling Kelly Homes, and those twins, Nellie Nelson and R. C. Hoyle.

Brothers John Hawley of Division 3 and Earl Davis of the Mechanical Department were elected as members

of the Club. Both enjoyed themselves immensely.

We invite all LARY Masons to join us and have a good time, as Brother W. Norris who was with us for the first time on March 11th said, when I asked him what he thought of it, "Lane, I didn't realize I had been missing so much fun."

Brother Lloyd Yeager who is the Treasurer of the Club, has been ill for some time, but was with us again. The boys were sure glad to see him up and around again.

RETIRED EMPLOYEES

D. L. GRAGG, *Secretary*

Retired Employes Association met in Room 309, L. A. Railway Building, with 64 present. Meeting called to order by President McRoberts at 2:30 p.m. Dr. Frank Warren, counselor of the Arden Farms, gave a very interesting talk on How To Keep Happy. He had lots of wit and humor so all enjoyed it very much. Our second speaker was Mr. Hollaway of the Mechanical Department, Division 1, who gave us a nice talk on Proposition No. 4 coming up on May 2 election. It was also decided to hold a special meeting April 25, at 309 L. A. Railway Building at 2:30 p.m. to discuss all propositions at coming election.



"You remember passing up a little man with a black mustache one rainy day last week?"

Around the Divisions



Division One

R. C. RUGGLES

R. W. Brigham, one of the old timers in our service, recently returned from a trip to Randsburg, the famous mining town, where as a boy of 22 he drove a stage coach and worked at the mining game. He visited the place where his mother met a tragic death in a dynamite explosion in her own home and picked up a horse shoe on the spot where his father had run a blacksmith shop. A few of his old friends were still in Randsburg, but time has made many changes.

Some of our older men will probably remember J. W. Peak who left the service in 1915. He is back again to Sunny California and has located in Baldwin Park.

We were shocked to hear of the sudden passing of one of our oldest men, W. H. Neighbors, who was killed in an auto accident at Brawley on April 8th. He had been retired for some time, but often came into the Division to pay us a visit. He will be missed by all who knew him and our sympathy is extended to his two daughters who survive him.

Motorman C. F. Wheeler and Jack Pugh were called to work at Vernon Yard this past month.

The following men are on the sick list: W. H. Obear, T. A. Brewer, C. A. Wells, D. R. Greenfield and G. W. Farley. Among those who have returned to work are B. J. Darnelle, O. Daniels, H. F. Keiser, C. W. Beckman and A. N. Johnson.

J. Stephany is taking in the Fair at San Francisco, M. L. Johnson is on a trip to Missouri, J. T. Hoffman a trip to Wisconsin and Michigan, while R. B. Means is taking sixty days off to build a house.

Hey! Hey! We've done it again. We've put over another top-notch show. It all happened Saturday night, April 15th, in the P. E. Auditorium, and Division One has nothing to be ashamed of in the line of entertainment. The show was proclaimed one of the best by many critics of outstanding ability. Among the many performers who were on the stage we were fortunate in having several old timers from the original school-days show, in the persons of Noody and Lee, Kitty Kelly, LeMay and Dale, Burt Budd, Anita Kerr, Frankie Farr, and Frances Elmore, who was the school teacher for the old time side of the stage, while the modern side of the stage was graced with twenty-three members of the Schuder Dancing School, headlining the Four Stepsters, of which team the School can be very proud. As a special attraction we were also fortunate in hearing the miniature virtuoso on her miniature violin, Lucille Bremer. This little girl is only four years old and plays classics on a quarter-size violin and her playing is worth going miles to hear. Bill Fleck presided over the side of the stage and also acted as Master of Ceremonies. There were about five hundred people in the audience who attended and heard a very fine talk on safety by Mr. Lunch, Secretary-Manager of the Greater Los Angeles Safety Council, and Mr. C. E. Morgan presented many good reasons why the one-man car should not be abolished. It behooves every employe to look into this matter very closely before he or she goes to the polls to vote on this proposition, as there are many angles to prove that one-man cars do give safer and better transportation as well as better service on the lines on which they are used.



Division Three

L. VOLNER

On March 8th, Dr. Cummings presented the Baseball Club with a first-aid kit for which the men are truly thankful.

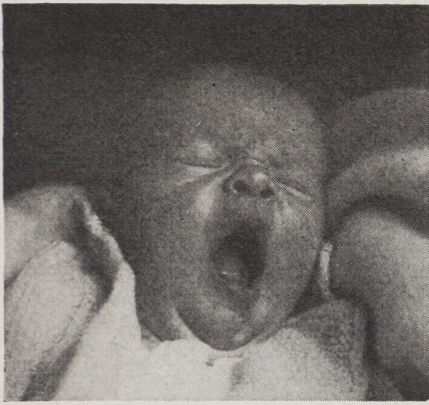
As everyone knows, it costs quite a nice sum of money to fully equip a baseball team, and to spread the cost so that no one will feel same, Manager Meloy of our Baseball Club has secured a Philco Radio, Model 7T, which will be awarded to the person who holds the correct ticket. The set is on display in our assembly room and tickets on same are only ten cents or three for twenty-five cents. If each of us would buy several we could start our Baseball Club off in good shape.

On Saturday night, April 22nd, at the South Ebell Clubhouse, the management of the Los Angeles Railway gave a banquet to the members of the Basketball teams to show how the efforts of the men were appreciated. While our men did not carry off the honors, they were true sportsmen and put up a good fight.

After about a year's service as Extra Supervisors, Messrs. H. S. Drayer and R. P. Martin are "at home" once more on the cars.

In the recent shake-up of the pension jobs, I. F. Hickox, who for many years was a conductor of this division, was given the position of Messenger for Division Three, replacing Ed Molster, another retired conductor.

Each one who had his automobile damaged by the recent high winds which blew the fence down around our parking lot on top of these cars, have had their machines repaired, the dents taken out and all are in running shape once more.



Marion Catherine Sonner, Daughter of Operator and Mrs. M. C. Sonner (Div. 3)



Division Four

C. J. KNITTLE

During recent weeks Conductor Johnny Lipscomb qualified for the duties of extra-clerk. Johnny is a real go-getter, being also treasurer of the Division Four Credit Union and manager of Division Four Baseball team.

Speaking of baseball, Division Four entered the LARY League tourney this season with a 15-man team, captained by Bill Curry. Vance will pitch again this season, assisted by Waggoner and Curry. The lads appear to be in good shape and made a good showing Sunday, April 16, in an opening exhibition game with Division Five.

Clerk Bob Grettenburg is now Division Stenographer. Clerk J. B. Lair has shifted to night Receiving Clerk. Extra-Clerk T. O. Latham has been appointed Night Clerk and Operator Fox has qualified for duty as Extra-Clerk.

The latest addition in the trainmen's room is a Coca-Cola vending machine which supplies us with ice-cold Cokes when we have a nickel and ice water when we are broke.

In the average 30-day month, Division 4 cars travel 539,181 miles. Division 1 cars travel 568,650. Division 3 cars travel 643,045 and Division 5 cars 828,321. Division 4's accident average per 10,000 miles for January was 3.40, for February 2.54 and for March 2.51. (We'll take a bow for this.)

Our sympathy was extended to Operator D. L. Stille on April 13, when word came that his mother had succumbed to a heart attack at her home in Kemme, Iowa.

Operator H. L. Morrow and Operator W. A. Powell, who were injured April 1 in the "J" Line collision are recovering nicely. Morrow sustained a badly lacerated hand and Powell a sprained ankle.



16th Street Coach

CHARLES H. HARDY

Our Coach hardball team is starting this season in fine style. In a game with the Townsend Super Service team, league winner last year, Johnnie Wren pitched a no hit, no run game ending with a score of 2 to 0 in favor of the Coach boys. Come out and help your team win all the games this season by giving it your support.

J. R. Hamilton has resigned to accept a position with Twentieth Century-Fox Studios.

The latest addition to this division is a Coca-Cola vending machine which is already getting quite a workout.

Operators are cautioned not to leave anything of value in their cars when parked even for a short time. H. B. Gaither and M. Erskine both lost their boxes and changers from their cars within a few days. Their equipment was stolen on each occasion while they were getting a bite to eat. As this column goes to press, Erskine has been notified by Newton Street police that his box and equipment have been found in an alley near 17th Street. His changer, however, has not been recovered.

GARAGE

The Garage softball team, last year's league champion, is practicing for another successful season. Gene Lockeridge, new manager of the team, has room for a few substitute players. It is reported that Frank Claudino expects to make the team if his tempting offerings of spaghetti have the desired effect on Lockeridge.

Two new coaches have been in trial service. One is a G.M.C. two cycle, six cylinder Diesel, with a fluid flywheel drive. The other is a 32 passenger White with a pancake motor.



ELECTRICAL



WALTER WHITESIDE

To eliminate the blowing of the "fog horn" at the 16th Street Garage a loud speaker system was recently installed. On completion of the installation we understood there was a knock-down and drag-out to see whose voice had the greatest appeal to "ye fellow workers."

During the past month we lost the services of good old Joe Urban who resigned. We are sorry to see Joe leave, but wish him luck with his new employer "Bureau of Power and Light."

The new foreman of Heavy Gang is none other than the "Mayor of South Los Angeles," Owen "Smiles" Moser.

Gene Brox has spent considerable time the last month at the Edison laboratory in Alhambra acquainting himself with the testing of our meters.

We are asked to remind you of the Electrical Department that you are eligible to the M. & E. Federal Credit Union. Officers in the Electrical Department are Gerald Cox and Frank Maloney.

Carl says he has so many demands for cigars that the cost will run too high, so he thinks he will change to cigarettes.



Vernon Yard

L. F. SPARKS

Frank Griffith, one of our "Old Time" retired switch repairers, was in the other day to say "Hello" and "Goodbye." He's on his way to his old home in Albany, N. Y. where he intends to make his home. We've heard that one before and the betting odds are in favor of next winter finding him back in his Southern California haunts.

Leonard Schmidt, another of our "Old Timers" passed away. "Schmitt" drove a team in the long ago and was retired from the Yard a few years back. His son, Louis is the Yard machinist and we extend our deepest sympathy to him.

Earl Johnson who convoys the Patch Gang around town, is quite a chicken fancier (the feathered kind). He received a shipment from the East the other day from a famous strain of layers. "Doc" is quite elated with his birds and claims their yearly production will be from 275 to 300 each.

The next chilly morning that Fleetwood asks someone if he was raised in a barn, he will be sure that he belongs here and is not a total stranger. Was Fleet's face red. The stranger was good natured, however, and took it in the spirit in which it was offered.

Two track renewal jobs have been completed recently. Market Street in Inglewood from Redondo to Manchester and West Eleventh from Figueroa to Georgia. The sewage gauging chamber being constructed under our track at 25th and Santa Fe is about half done. This job is being done by the City of Los Angeles and requires "grasshoppers" so we can operate over single track.

By laying a third rail in the P. E. Tunnel on Hill from First to Temple the Los Angeles Railway can operate their cars through there. The job is well on its road and will be finished soon.



Shops

F. ARLEIGH FRAZIER

Quizzing here and there for information about car generators, Ed Bremm worked one full week on his and then 'turrribly' perplexed brought it in to W. A. Smith to see if he'd make it work. Well he did and it was just a fuse that did it. Now Ed earns his money in the winding room in the capacity of an electrician. My, my, did he get confused?

"When better cars are built Buick will build them," but nevertheless Tom Rocha has elevated the date from his 1901 Buick to 1936 Hudson Straight Eight.

Now in Ohio, W. A. Smith and his wife are there to surprise his mother and father on their Golden Wedding Anniversary. Wiring his brother to meet them at a given place, they will go together to congratulate Mother and Father.

And just think, H. W. Shenton has just started on the fifty-year stretch with the former Miss Emily Benson. Congratulations!

Bill Atkinson is off sick. Couldn't ascertain whether or not serious.

Received a note from Rose Rude telling us she decided to take a vacation so closed her restaurant but wished to thank all the L. A. Railway shop employes for their patronage and good will.

Some think if M. Bradley didn't prophesy on the weather we might get some sunshine. A fellow by the name of Smith is anxious to take over.

Mr. Matula is very proud of his young daughter Carol Matula for through her hard work and diligent practice on the 'cello she has made a place on the Junior Symphony Orchestra. Peter Meremblum is the founder and conductor of this wonderful and unusual organization composed of children ranging from 9 to 15 years of age. Their thrill came when told they had been engaged to play with the great violin-

ist Jascha Heifetz in Goldwyn's "Music School." Goldwyn himself is so excited by the talents of his new prodigies that he is considering sponsoring a national concert tour, even to Carnegie Hall. The great Leopold Stokowski attended one of their Saturday rehearsals and was so impressed by their excellence that he remained to conduct them for two and one half hours. If the tour does materialize it will be an incentive to others to have children's symphony orchestras all over the nation, a dream of Peter Meremblum. We wish much success to little Miss Carol Matula—may she become a famous 'cellist!

M. Heuer's mother passed away. Mr. Heuer is on the Honor Roll.

J. B. Ross lost his mother recently Jack Bladel of the Blacksmith Shop had the misfortune to lose his son in an automobile accident on the Ridge Route.



Division Five

FRED MASON

Sunday, April 16th, marked the opening of the Baseball Season, and Manager Jack Carlin has got the boys of this Division in very good shape, and while making no advance statements as to the outcome, he does say that the boys will be in there fighting all the way.

Motorman H. J. Holt took off two extra weeks on top of his vacation week and is tripping on back to Columbus, Kansas, to visit the folks.

Motorman C. E. Randall also took off two extra weeks and has taken his family back to the old stomping grounds, Panhandle, Texas.

Conductor W. R. Fuller takes his vacations seldom, but believes in long ones. He will be gone for thirty-five days and his destination in Huron, South Dakota.

To take up other work with Helms' Bakery, Motorman J. B. Gathright resigned on March 31st. We all wish him success in his new venture.

Motorman A. Ballentine, who was putting on car cards, and several night mechanics, got an unexpected thrill recently. It seems that Ballentine noticed what he thought was a cute little black kitten run down into one of the pits, and called the attention of several mechanics to it. Closer observance of the 'kitty' revealed it had a beautiful bushy tail and instead of the gang yelling "scat" they all scrambled.



George, 2½, Mary Ann, 3½,
Son and daughter of Conductor (Div.
5) and Mrs. A. G. H. Trager.

Virgil & Santa Monica Coach



D. S. COBURN

Operator F. C. Kraner has been on the sick list, having sustained painful injuries to his foot in an accident.

Operator H. W. Vincent has resigned to accept a position with the Post Office Department and Operator Curt Prickett is now driving a police ambulance.

Dispatcher Tudor and J. A. Rowan enjoyed their first fishing trip of the season in Mechanic Rowan's boat and had very good luck, returning with a catch of about 30 bass.

The ARTHO Federal Credit Union

is anxious to increase the membership of the organization. Anyone who can place even the minimum amount on deposit each month is requested to do so and enjoy the benefits available to members. Operator Bill Goodale is representing Virgil Division.

The Firestone Tire and Rubber Company were hosts to about 20 employes of the Los Angeles Motor Coach and Los Angeles Railway on April 18th. The group were given a lecture regarding the origin of rubber and then enjoyed a trip through the tire plant and each operation was explained and demonstrated by a guide.

H. T. Rapp of the mechanical department is now driving a new Dodge.

George Olinger (mechanic) has moved into his new home in the south part of town.



F. F. ROBEY

DIVISION ONE

A. F. Labine and wife spent their vacation in San Francisco taking in the Fair. Pete says it is well worth seeing.

Les Holloway and G. Anders are getting their fishing tackle ready. They say they are going to keep the night men at Division One well supplied with fish this spring. Oh, yes, we heard that old story before.

Arnold Small is our new man on the night shift. Red transferred from Division Three. Glad to have you with us, Red.

Oh, yes, Les Holloway is sporting around in his new car. He says he bought it so he could deliver the fish to the boys.

William Foreman, son of Al Foreman just had his 15th birthday. He received a complete outfit of ball player's equipment. William has high hopes of some day being another Joe Di Maggio. We all hope he makes it some day.

DIVISION TWO

W. R. Cavett paid the boys a visit yesterday and told us he was feeling better and that he was expecting some new glasses and hoped they would assist his eyes, which he had operated on recently. He looks fine and says he feels fine and will soon be back with us.

Now that the pit grinder has been reconditioned and put back in service to grind P.C.C. car wheels, the west end of old Division Two will soon come back to life and make the same noise as before, but we welcome it.

Vote for "One-Man Cars" and help us put these young fellows back to work in the shop.

Los Angeles Railway employes extend their sympathy to F. F. Robey and family in their recent bereavement caused by the death of Mr. Robey's mother, Mrs. J. Buttonhoff.

DIVISION THREE

Fred Parker returned to work after a couple of months' illness.

Bud Magin has to use his glasses to read with. Too bad. False teeth and glasses.

I. Nordquest is the new night repairer replacing A. Small, who transferred to Division One nights. W. Bain is the new cleaner.

C. Hoag, treasurer for Division Three Credit Union, was receiving lots of sympathy on account of a sick baby—until it was found to be a burro.

G. Atkins and A. Dickenson have moved into their new homes.

Is Division Three interested in the Credit Union? Just ask some of them.

Oh, boy, fishing season is near. The boys are getting their tackle fixed up and G. Treneer sharpened his knife, to clean fish for others.

DIVISION FOUR

F. W. Wise and J. A. Arnold are the two new night cleaners at Division Four.

The "flu" caused several men to be on the sick list, but "spring fever"

seems to be the worst epidemic at present.

Andy Duncan has become a P.C.C. expert and he seems to like them better than "street cars".

Charles Furrer has shined up his fishing pole and sharpened his hooks, so we can expect some fishing news soon.

DIVISION FIVE

If you need any carpentry work done, call S. O. Boen. He's the best-

est man you ever saw from Arkansas. Exceptionally good with a brace and bit.

Fred Shaw and family spent a recent Sunday up with the wild flowers. 350 miles is a long way to drive just to pick a bunch of daisies.

Ray Fulton has to keep his gold fish under lock and key since those "gullipers" have started in Hawthorne.

Johnnie Sottile was off a week

sick, but is back on the job feeling fine.

L. W. Ferguson is having an awful time staying on the job these days, with a trip planned to Canada in a new Chevy, about May the 8th.

B. G. Allen has moved to Inglewood and there is a rumor afloat that he would even consider the Mayor's job, if it was offered to him at a reasonable price.

Howard Compart says that it is only a matter of a few days until he will move into that new house.

LARY REVENUE FOR FEBRUARY OPERATING RESULTS, FEB., 1939 vs. FEB., 1938:

	1939	1938	1939 Increase "+" Decrease "-" Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$934,163	\$915,349	+18,814
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)	831,375	825,002	+ 6,373
TAXES (Amount necessary to pay Federal, State, and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	75,508	72,815	+ 2,693
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	71,590	70,477	+ 1,113
Total Expenses	\$978,473	\$968,294	+\$10,179
Leaves Net Profit or Loss	—44,310	—52,945	+ 8,635

Boy Friend: "You're dancing with me tonight and I suppose tomorrow you'll be making a date with some other man."

Girl Friend: "Yes, with my chiropodist."

Johnny on the Spot

Head Cook: Didn't I tell you to notice when the soup boiled over?

Assistant: I did. It was half past ten.

John: "I'm in an awful fix."

Jack: "What's the matter?"

John: "I lost my glasses and I can't look for them until I find them."

SONG OF SAFETY

Chorus:— Anticipate Anticipate.

Now here's a type we often find
He isn't dumb and he isn't blind
But a street-car man must read his mind
For he never cares what comes behind.

Before you find out it's too late.
You can't guess; you must know
Just which way each car will go.
If you would stay and operate
Anticipate, ANTICIPATE.

