


TWO BELLS

Thanksgiving

1939




OCTOBER
NOVEMBER
VOLUME

TWO BELLS

DIVISION SCRIBES

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by the Los Angeles Railway
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DOUBLE PUNCHES

By Special Wire from H. W. Mueller, Virgil and Santa Monica

Being a transportation employe in dear old London at the present time is not an enviable job. The frequent black-outs have given many a London driver white hairs. Imagine yourself on a moonless night, floating across Wilshire and Western around 11 p.m. with nary a light in the city, only a substitute illumination with the strength of an anemic tallow candle and you have an idea what the boys over there have to put up with. In addition, conductors complain that many Londoners take advantage of the artificial darkness and hand the conductor "phonies". Now that the London



Transport Board has put 2000 women conductors to work there is hope that feminine sweetness will lighten the travel annoyances of the London public.

Every city has its own traffic problems but not many have the peculiar annoyance that had the

Bucharest traffic cops in a state of jitters. Everyone knows how parrots like to ape noises. Well, the parrots of residents near traffic crossings were no exception and pretty soon they had the imitation of the cops' whistle down to a "Y", with the result that the roaring traffic was all confusion. So now a law has been passed: No parrot cages are allowed to hang in windows near traffic centers.

So progress marches on, but we still think that parrots are not half as bad as newspaper boys in the center of the street who behave like cowboys on the lone prairie.

ON THE "MUNICIPAL" BUS SUBJECT

SPEAKING of Dictatorships, it's hardly necessary to look beyond our own backyard to become acquainted with the meaning of this term. It is time for every citizen of Los Angeles to "Stop, Look and Listen" when three individuals propose a scheme involving the expenditure of hundreds of thousands of the taxpayers' dollars over which they are to have sole control.

Without previous transportation experience, three men — Joseph F. Quinn, Stephen M. Kreta and George W. McDill—are submitting to the voters of Los Angeles, on December 12, a proposal that a so-called "municipal" bus system be established with themselves at the head of it, each drawing \$5000 a year. Some of the provisions of this unusual document are worth looking over.

In the first place the promoters are, by the terms of the proposed ordinance, empowered to make contracts for expenditures to be paid for in whole or in part in succeeding years. *It is not necessary for them to obtain any other authority than the ordinance to obligate the city for debts for years to come.* Not only that, but if any law at present in effect should conflict with their plans, the City Council is obliged to see that further laws are enacted so that the adverse law may be set aside.

The proposed ordinance also contains the following eye-opening clauses which would allow the proponents of the scheme to:

Appoint themselves for a term of 4 years as the "Transportation Board" with practically unlimited powers.

Buy, lease, contract, rent, option, acquire or condemn any Los Angeles property they may wish.

Contract for operating equipment on any terms they deem suitable.

Here are a few facts we should all be familiar with concerning the Bus Proposition to Be Voted on December 12.

Borrow money up to the sum of TEN MILLION DOLLARS for the purpose of acquiring, enlarging or extending the so-called "municipal" system and issue in exchange notes, certificates or other evidence of indebtedness. The principal and interest of any money so borrowed is to be repaid only out of the suggested "Transportation Revenue Fund" (money received from the furnishing of transportation or any other source in connection with the operation of the proposed system.)

Demand from the City Council up to \$250,000 a year if revenue taken in is not sufficient.

Pay themselves each \$5000 a year and set up a complete staff to oversee the operation of the system at whatever salaries they determine.

It should be noted that while there is much loose talk about a "5c fare" the proposed ordinance specifically states the fare is "not to exceed 7 cents." There is no provision made for a special school fare such as this company offers to children at 3½ cents.

While the selfish interests behind this ordinance are obvious, and while the electorate of Los Angeles has previously rejected former "municipal" proposals as impractical and undesirable, no one in Los Angeles, least of all those of us who are employes of this company, should discount the dangerous possibilities inherent in this proposed ordinance. It is up to all of us from a civic standpoint as well as from

that of our personal welfare, to know the facts of this proposition which we will be called upon to decide on December 12.

A further article on this matter will be published in the December issue of TWO BELLS.

CHEST DRIVE ON

The signal to "GO" was given to the volunteers in the current Community Chest campaign October 26, and the Chest-area-wide push over 488 square miles will be started November 8, it is announced. Approximately 18,000 volunteers, who are also donors, will be in the field inspired by the theme of the Chest campaign: "America's great heart is America's great strength." This is a call for workers and contributors to the democratic ideal wherein citizens have the responsibility and the privilege of helping to meet human needs on a voluntary basis.

Confronted with a heavy under-subscription to the Chest last year, the Chest's 88 member-agencies were literally astounded with the on-rush of individuals and family appeals for help. In the past twelve months the 88 agencies served 523,000 people, of whom 201,550 were children and 321,950 were adults, in the four fields of service: Child Care, Health and hospitalization, Family Welfare, and Group work or character-building. Some had more than one type of service.

Afforded this exact definition of what may be expected the coming year, the agencies are making an urgent plea to conscientious citizens and public and private employes to measure their pledges this year with more generosity. To carry on with any sense of completeness, the agency experts say, the Chest goal of

\$3,221,720 must be reached and mayhap exceeded this campaign.

Where Chest Dollars Go

In considering the fact that approximately \$1,300,000 was spent by the 88 Chest agencies last year right in our own community solely for food, provisions, clothing, medicines, chemicals, etc., etc., the "dollar analysis" of a representative Chest agency: the Childrens' Hospital, is presented herewith.

The dollar came from: investments, 5 cents; gifts, 12 cents; salvage, etc., 3 cents; patients paying, 26 cents; Community Chest, 54 cents. It was spent thusly: 37 cents for professional care; 15 cents for labor; $8\frac{7}{8}$ cents for administration salaries; $2\frac{5}{8}$ cents for taxes; $2\frac{1}{4}$ cents for utilities; $2\frac{1}{4}$ cents for insurance; $1\frac{1}{4}$ cents for interest on mortgage; and $30\frac{3}{4}$ cents for hospital supplies.

Truly, says President Frank N. Rush, of the Chest, such services deserve our generous support.

YOUR VOTE NEEDED

The right to vote, and by so doing to live under a free, democratic form of government, is a privilege of the American people not shared by three-fourths of the world's other inhabitants.

But the right to vote is not always exercised by all Americans. In other words, we guard this right jealously and would die to protect it, but we do not afford ourselves of the opportunities it presents us.

Part of the American way to live is to vote. Regardless of how you vote, it is essential to the perfect operation of this Democracy that you *DO VOTE*.

The issues on the ballot of the November 7 special election are of paramount importance and great concern to *ALL* the voters of California. They are important to *YOU*. The only way *YOU* can have a voice in the decision on these issues is to go to the polls and *VOTE*.



A group of employes listen to Frank H. Markley (insert) during a recent discussion in Room 309, main building.

Instruction Classes Popular

ON October 3, 1939, a course in equipment instruction was started by our Equipment Instructor, Mr. F. H. Markley, in room 309 of the Los Angeles Railway Building, with an enrollment of 160.

The group has been divided into four classes which meet from 12:30 p.m. to 2:30 p.m. on Tuesdays; 7:30 p.m. to 9:30 p.m. on Tuesdays; 7:30 p.m. to 9:30 p.m. on Wednesdays, and 7:30 p.m. to 9:30 p.m. on Thursdays. The course of instruction for each class is the same, and the various periods have been selected to give both the night and day men an opportunity to attend. There were so many in the evening class that it was decided to divide it into three sections, so that more individual attention might be given to members by the instructor.

The course is fundamentally for the purpose of affording an opportunity to the personnel of the Mechanical and Automotive Departments to learn more about the design, construction and maintenance of the equipment.

It has been carefully planned, and will cover the general features of design and construction of equipment used in city service and the specific features and maintenance problems of our own equipment.

The instructor, first, gives a des-

cription illustrated with lantern slides of the design and construction of a particular piece or group of equipment. Prior to the commencement of his description, an outline is handed to each member of the class, so that he may make notes pertaining to the features of the equipment that he is describing.

At the end of that class period the instructor passes to each member of the class a questionnaire which is designed to bring out the principle features of operation and maintenance of that equipment. The class members have until the next class period, which is one week, to obtain the answers to the questions, and are expected to be prepared at the next class to answer the questions. They may obtain the answers from their own experience, discussion among themselves, asking the supervisory force, or reading from text books and periodicals. At the next class the instructor calls upon the members at random for answering the questions and amplifies the discussion when desirable.

The class is conducted in a uniform manner and attendances are regularly recorded.

The supervisory group meeting is held every Monday from 7:30 p.m. to 9:30 p.m. for discussions of the same subjects covered in the above-mentioned Instruction Course.

News From LARY Sick Folks

By R. A. PIERSON, *Supt. of Personnel*

During the month of September there were 28 employes confined to the hospital, which represents 201 hospital days. The cost of the hospital service was \$1,260.

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

During the month of September there were 132 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

Arthur E. Tuffing, on the Pension Roll, died October 21, 1939. He was born in Eidenburg, Ohio, April 30, 1870, and entered the service of this Company as Motorman Division 3, January 14, 1915, placed on the Pension Roll, effective October 1, 1937. Mr. Tuffing is survived by his widow Mrs. May P. Tuffing.

The wife of George S. S. Lambert, Machinist, Department 10, died August 28, 1939.

Oliver Johnson Hastings, on the Pension Roll, died October 8, 1939. He was born in London County, Conn., October 9, 1860, and entered the service of this Company as Assistant Bookkeeper April 11, 1904, later appointed Assistant Auditor, and placed on the Pension Roll September 18, 1932. Mr. Hastings is survived by a niece.

The wife of Frederick E. Gaston, on the Pension Roll, died October 16, 1939.

Francis Frederick Long, Watchman, Engineering Department, died September 14, 1939. He was born

in Lavelle, Pennsylvania, March 15, 1872, and was employed as Car Repairer, Mechanical Department, July 22, 1911, transferred to Motorman, Division 1, June 29, 1917, appointed Watchman October 16, 1933, appointed Flagman March 1, 1939, and on July 1, 1939, transferred to Watchman. Mr. Long is survived by his widow, two sons and two daughters.

William Wilbert Yates, on the Pension Roll, died September 24, 1939. He was born in Buffalo, Wisconsin, July 23, 1873, and entered the service of this Company as a Motorman March 11, 1915, placed on the Pension Roll September 1, 1931. Mr. Yates is survived by his widow.

Thomas Walter Birmingham, on the Pension Roll, died September 22, 1939. He was born in Boston, Massachusetts, November 23, 1855, and entered the service as a Conductor, Division 1, February 13, 1889, he was appointed Flagman October 11, 1924, appointed Uniform Inspector on March 28, 1927, and he was placed on the Pension Roll April 1, 1930. Mr. Birmingham is survived by his wife and a daughter.

John Joseph Griffin, on the Pension Roll, died September 23, 1939. He was born in Ireland, June 10, 1864, and entered the service October 1, 1891 as a Barnman, appointed Conductor August 1, 1892, on May 9, 1921 he was appointed Watchman in the Mechanical Department, August 31, 1921, he returned to train service as a Conductor, Division 1, and on September 1, 1921 he was appointed Flagman, he was placed on the Pension Roll December 1, 1930. Mr. Griffin is survived by his niece.

Walter James Jones, Flagman, Transportation Department, died September 22, 1939. He was born

in London, England, November 26, 1865, and entered the service as a Car Repairer in the Mechanical Department, August 14, 1907, he was appointed Watchman May 16, 1929, and appointed Flagman March 1, 1937. Mr. Jones is survived by his wife, two daughters and two sons.

The wife of Otto Augustus Dixon, Watchman, Mechanical Department, died September 24, 1939.

Jorgen Hans Jensen, on the Pension Roll, died September 19, 1939. He was born in Skalskor, Denmark, January 20, 1870, and entered the service as Machinist in the Mechanical Department May 1, 1907, and was placed on the Pension Roll September 16, 1932. Mr. Jensen is survived by his wife and a daughter.

APPRECIATION

Expressions of appreciation for the sympathy extended them during their recent bereavements have been received by the Company from Mrs. Edna Tracewell; H. A. Powell; Mrs. Long and family, O. A. Dixon and family; Mrs. W. J. Jones and family; Mrs. Jennie Dorsey and family, niece of J. J. Griffin, and the Gaston family.

PENSION ROLL

Albert Miller, Watchman, Mechanical Department, was placed on the Pension Roll, effective October 22, 1939. Mr. Miller entered the service as Conductor, Division 2, December 2, 1903, transferred to Motorman January 13, 1904, appointed Towerman May 23, 1907, returned to train service June 30, 1916, appointed Instructor January 1, 1920, appointed Towerman September 26, 1923, appointed Trafficman April, 1932, and appointed Flagman June 9, 1937, appointed Watchman July 1, 1939. His present address is 3050 West Pico St., Los Angeles, Calif.

Albert Lee Dellinger, Carpenter, Mechanical Department, was placed on the Pension Roll, effective October 1, 1939. Mr. Dellinger entered

the service March 4, 1918 as Carpenter, appointed Head Wreck Repairer February 1, 1932, appointed Carpenter April 1, 1938. His present address is 1151 West 101st St., Los Angeles.



BEST WISHES TO:

Coach Operator H. T. Megill (16th Street) married to Miss Verna Wilson on July 24.

Motorman G. P. Shea (Division 1) married to Miss Nellie Bernice Lloyd on August 29.

Conductor C. C. Collins (Division 4) married to Miss Eunice Munyer on September 10.

Wilshire Coach Operator G. B. Dossey (16th Street) married to Miss Victoria Meria Foglino on September 16.

Coach Operator A. G. Hickey (16th Street) married to Miss Margaret Laguna on October 1.

Conductor Myron W. Peterson (Division 5) married to Miss Marguerite H. Yost on October 8.

Coach Operator L. W. Lusk (16th Street) married to Miss Barbara Perkins on October 12.



CONGRATULATIONS TO:

Lawrence Bradley, born to Conductor (Division 5) and Mrs. P. Manning on August 15.

Randall Bente, born to Motorman (Division 5) and Mrs. R. E. Hebert on August 28.

Robert Ernest, born to Clerk (Di-

vision 4) and Mrs. T. O. Latham, on August 29.

Raymond Michael, born to Carpenter (So. Park Shops) and Mrs. Jim Hopp, on September 7.

Patricia Joe, born to Conductor (Division 5) and Mrs. W. B. Smith on September 21.

Marvin Duane, born to Operator (Virgil) and Mrs. C. D. Kelley on September 23.

Harold George, born to Motorman (Division 1) and Mrs. E. G. Rehm on October 4.

Nancy Jane, born to Conductor (Division 5) and Mrs. S. E. Lusby on October 5.

Arlene Lou, born to Motorman (Division 5) and Mrs. S. R. Waldal on October 8.

Coral Evonne, born to Painter (So. Park Shops) and Mrs. H. F. Cass on October 14.

Robert Bruce Kalani, born to Painter (So. Park Shops) and Mrs. L. Graham on October 14.

Susan Ann, born to Conductor (Division 1) and Mrs. M. H. Remington on October 16.

NEW BOOKS IN THE LIBRARY

TRANSMISSIONS

New Forms of Transmission. Par-doe. Torque converter and fluid flywheel is described in this article and touches quite briefly upon other new forms of drive being experimented with. From the A. T. A. Proceedings, 1939.

MOTOR COACHES—Gassing

Gassing, or Engine Halitosis. Jordan, Grunder, & Rich. Concerns objectionable odors coming from the exhaust pipe while a vehicle is slowing down to a stop. Results of nearly two years of intensive work by the Los Angeles Railway Corporation and the Richfield Oil Corporation. This study is of particular

interest to employes of the Los Angeles Railway because of Mr. H. E. Jordan's work in connection with the research which resulted in the report.

FUELS & LUBRICANTS—Tests A.S.T.M. Standards on Petroleum Products and Lubricants.

A. S. T. M., 1939. A source of all petroleum test methods, definitions and specifications issued by A. S. T. M. 62 test methods, 10 specifications and 2 lists of definitions of terms relating to petroleum and to materials for roads and pavements.

MOTOR COACHES—Stops

Should Bus Stops Be Located on the Near or Far Side of Intersection? American Transit As-

sociation. 1938. This memorandum gives factors favoring near-side and far-side stops, practice of the transit industry in designating location of stopping places, viewpoints of city officials, and various addresses on the subject.

Accidents

Annual Report of the A. T. A. Accident Research Program Committee. 1939. The purpose of the A. T. A. Accident Research Program and present status of present projects are briefly summarized.

TRANSIT ADVERTISING

Sell More Rides. American Transit Association. A new handbook on transit advertising, just

published by the A. T. A. In the book, samples of transit company advertisements and printed literature are reproduced. A brief foreword outlines the fundamentals of a ride-selling program.

TAXATION

California Taxes: including revisions by 1939 Legislation. A brief explanation of taxation which affects the average person establishing a business or residence in California and particularly related to L. A. County. The statements are general

and do not include Federal taxes.

VEHICLE CODES

Vehicle Code. California Legislature. 1939.

WIRE CABLE

Anaconda Magnet Wire and Coils. 1939. Latest specifications and discussion on new glass-covered Vitrotex magnet wires and coils.

INDEXES

A List of Current Publications on nickel alloy steels, nickel cast irons, and other alloys.

MODEL RAILROADS

Handbook for Model Railroaders.

Walthers. 1939. The principal clearing house of information in a new and enlarged edition. Useful as an introduction to the hobby, and a handy reference for the veteran operator.

COOKING

Prudence Penny's Cook Book. A gift of Prudence Penny inscribed as follows: "To the girls of the Los Angeles Railway Corporation: may this book bring a fuller realization of the joy of cooking."

SHOP'S SHOW FEATURES TALENTED YOUNGSTERS

By JACK BAILEY

UNDER the direction of our versatile director and humorous slap stick master of ceremonies, Roy Blaize, one of our late summer entertainments was particularly outstanding and worthy of mention, due to the fact that the artists were the children and their playmates of the employees of the South Park Shops.

With the kiddies all decked out in big hair ribbons and dimpled knees—it was hard to tell who was the most excited, the devoted mothers in attendance, or the proud fathers in soiled shop clothes, and with a sandwich in each hand.

The restless vitality of the gathering was soothed by the opening number of the program by Miss Ethyl Dwyer, age 10, who gave a lovely piano solo. Much praise was given Miss Dwyer upon the announcement that she had only been studying the piano for one year. Do we have to mention that we knew Mrs. Dwyer as Miss Myrtle Rohlff, formerly of the M. M. Office?

Next on the program was Miss Mary Elizabeth Porter, age 11, who upset our peace of mind with a lovely rendition of a blues song. Miss Mary Elizabeth made us sit up and listen with her gifted talent and we were much surprised to learn that



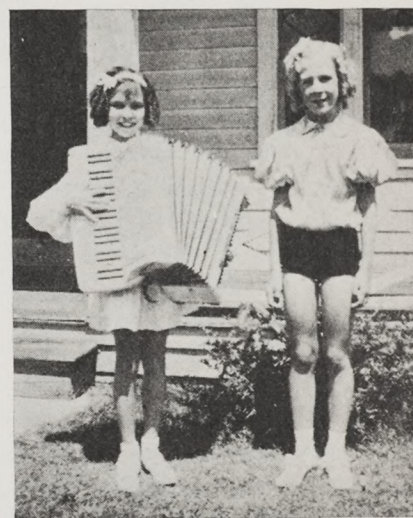
Entertainer Ethyl Dwyer

she had had no professional training to date. Mr. and Mrs. H. R. Porter are the proud parents.

Not to be outdone, our next little entertainer, Miss Peggy Hartman, 11-year-old sister of R. E. Hartman, gave her all in some nifty hoofing. In our opinion Miss Peggy put to shame our coach section riveters with her tapping and specialty dances.

Next, Miss Joyce Capell, age 13, little girl friend of Miss Peggy Hartman, brought the house down with her interpretation of Kate Smith and should be known hereafter as the little song bird of the West.

Miss Gilda Oliveri, age 13, and Master Alfred Oliveri, age 9, who



Accordionist Billie G. McClyam and Tap Dancer Gwendolyn Casteel.

have appeared on our entertainment programs before, really let themselves go with their accordion and clarinet duet. They also accompanied Miss Florence Hunt, a friend, in a song. Mr. and Mrs. Joe Oliveri sponsoring.

Mr. and Mrs. Ray Casteel's little daughter Gwendolyn, age 8, accompanied by little Miss Bille G. McClyam on the accordion, gave us a specialty tap dance that ended up to perfection. Little Miss Bille who has appeared over radio and of late at the Hollywood Bowl was called upon for a solo and was given a tremendous ovation.

Miss Caroline Matula, age 17, a member of the California Symphony

orchestra, under the direction of Peter Meremblum, gave us a cello solo that did credit to her wonderful talent. Miss Caroline had just finished her appearance in the late picture, "WE SHALL HAVE MUSIC." To Mr. and Mrs. Joe Matula we express our appreciation.

Last, but not least, our own little Jimmy Dennis, representing our Shops' Children Department, gave us a "DINAH," solo between interruptions with a large stick of red and white candy.

Again, may we compliment our old friend, Roy Blaize, who has done much to make these shows a grand success. May we also extend our appreciation to Mrs. Luella Mattern, sister of Mr. Blaize, who furnished the music for this program, and if the occasion arises you may call upon Mrs. Mattern who is the head of a musical booking company and can furnish anything from a floor show to a twelve piece band. Phone PL. 9977.

See you at the next show.

SOCCER TEAM ACTIVE

As a result of the splendid record set by the Railway Club during its first year in competitive soccer, the Municipal Association has advanced the club to its strongest group, the Metropolitan League. This means that the LARY team will meet with much stronger competition, and will assure the supporters of a higher brand of soccer than the Interurban League.

The club opens its league schedule

*At Annual
Banquet
Orchestra
Leader
Phil Harris
presents
LARY League
President
K. E. Sloan
with
Champion-
ship Baseball
Pennant
won by
• Vernon Yard*



with San Pedro City as opponents. The league competition is played in two halves, with the winners playing off for the title. In addition the club will play in the California State Cup, open to all organized clubs in California, the Municipal Association Cup, and the Municipal Challenge Cup. Cup competitions are run on the knockout principle, one loss and out.

In the pre-season games the club made a very good showing, with the following results:

- v. Los Angeles Rangers Lost 1-0
- v. Lancashire Rovers Won 3-1
- v. Italian Americans Won 1-0
- v. Los Angeles Rangers Tie 1-1

Players are still needed to keep the team at full strength, and any employe with soccer ability desirous of getting a trial should contact Manager Tom Calderwood, care of South Park Shops.

Bert Timbs has resigned as President of the club and has been succeeded by Shelby Brown. Mr. Timbs could not devote all the time needed for that office, but retains his membership on the Executive Committee, where his soccer experience will continue to be an asset to the club.

BASEBALL BANQUET WELL ATTENDED

By J. C. KNITTLE

Wilshire Bowl was the scene of an unusually enjoyable gathering October 10 when 260 ball players, officials and their ladies celebrated the close of the LARY Baseball League season with the annual Trophy Banquet.

With the feast well under way, Phil Harris introduced his nationally famous band, dedicating the first number, "I've Been Working on the Railroad," to the Los Angeles Railway party.

Later in the evening, with the assistance of Miss Ruth Robin, soloist, Mr. Harris interrupted the dance program to present the LARY Baseball League Pennant to President K. E. Sloan for the Vernon Yard champions.

The gorgeous environment, luscious dinner and entrancing music combined to make this a keenly enjoyed occasion.



*LARY
Soccer
Team
expected
to rank
high in
city
competition.*

A COLDLY lowering sky lanced icy shafts of rain against the front of Larry Steven's car. Larry shivered a top coat closer about his lanky height and eased the controller one point ahead. The car moved carefully, nosing aside the gloom.

Larry's morose gaze picked its course between clinging drops of water and wandered on into nothing. He sighed dismally. Trouble march-

with high excitement, pressing toward a window. She would be wearing that absurd red hat that he teased her about and secretly adored. The warm curve of her mouth would be just a little tense and—

It was then that Larry's eyes jerked open with sudden fear. Suppose Betty branched off on one of her long-shot tangents? She had a weakness for long shots. He remem-

up . . . O-h-hh, too late! It's Free Chance first, race fans, with Two Bells a close second, and—"

Larry Stevens wilted into a seat as his relief man swung aboard. "I just won three hundred and forty bucks," he said weakly, "but I don't think I'll live. Let me off at Seventh so I can find out."

He dropped to the pavement and headed for a cigar stand. He was

Long Shot *By* BILL HELD *Claim Department*

ed in a jumbled parade through his mind.

Rain! The sixth race coming up, and it had to rain! With Free Chance fighting a muddy track, he was far off from a sure thing. And Free Chance was supposed to win . . . he *had* to win.

Larry was finished if he didn't. He and Betty both. Their plans, down to the very last hope, were finished.

First it would be his job. Those loan sharks would see to that, all right. They'd been to the Personnel Department four times already, trying to collect. If it happened again, he was through.

There wasn't much left after that.

That was their reason for this last desperate gamble, his and Betty's. Their world amounted to exactly sixty-eight dollars. Balanced against bills . . . bills . . . and more bills, that amount loomed about as large as zero. But if they sunk it on Free Chance—to win—and if Free Chance *won* . . . !

He would pay five to one! And five times sixty-eight was more like something.

The horse had better than an even break, too. Larry wasn't just stabling out blindly. His tip was hot from the stable.

He studied his watch. 4:30 p.m. Just about time now. . . He winked his eyes shut and imagined Betty, her piquant little face color-tinted

bered other races—how she'd gone to pieces over some crazy hunch. What if she decided five-to-one odds were too slim?

Oh, but no, she wouldn't! Not Betty! She knew they couldn't afford hunches today . . . Why, the honeymoon they'd never had depended on this race. The payment of those loans, and his job. Security. Happiness. Betty *knew* these things.

As the car sighed to its stop alongside a safety-zone, a radio voice cut sharply across the thick lull of traffic sound. Larry strained toward each word.

"—ready for the sixth race at Santa Anita. Once more they're lining up and . . . there goes Free Chance again—his second time to break a perfect line-up. But now it looks like . . . yes, they're off. Free Chance broke badly . . . Lucky Boy ahead on the inside, with—"

Signals clanged. The voice blended into a roar of starting traffic. Larry chewed viciously at his lip while some remote part of his mind sent up a player.

Long, long seconds before the next stop. Then a corner newsstand and another radio.

"—Free Chance next to the rail, leading House Afire by a good length. They're rounding into the stretch and . . . look out for that one! It's Two Bells, coming fast on the outside. He's passing House Afire, he's driving hard, he's pulling

tearing a cigar wrapper when the familiar staccato voice came again.

"Martini's accusal of foul has been verified, which disqualifies Free Chance. That puts Two Bells up in front. And at twenty-to-one, too! Ah, me!"

The cigar slipped from his fingers and rolled into the gutter . . .

Betty's voice strained futilely against tears. Between sobs she was trying to tell Larry her story.

He listened with dulled attention. It didn't matter now. They'd gambled and lost and that was the whole story . . . They were finished all right. Ruined! But it was no good crying.

Betty choked, then stumbled on. "If only I had changed back, Larry! The best hunch I've ever had and I played it wrong. I thought I was being careful!"

"They had to carry me away, Larry. I fainted right after the race, and I didn't know anything until I came to in an ambulance."

Her eyes clung to his face, her voice was pleading.

"Please try to understand, darling! I was so *sure* . . . That magazine—when I held it to mark my form, I saw the front page title. It was your Two Bells. And there on the form was Two Bells, listed at twenty-to-one."

She dug a ticket from her purse and eyed the name tearfully. "Two Bells! Oh, Larry, as long as I live, I'll never play another long shot!"

For

Edited by

MRS. PAUL BROWN

Your Suggestions and Contributions
are invited.

Our Thanks to the Broadway
Department Store for the
accompanying article.

One of
the Season's
Popular
"Basic"
Dresses



One Dress for Many Occasions

IT'S a Personality season. It's a wear - what - you - like, dress - as - you - please season. There is no uniformity in fashion. Rather there's delightful flexibility and a variety that enables each woman to dress according to her preference . . . bringing out the best points of her individual personality.

While marked latitude is permitted, there are certain basic good fashion laws which are helpful in buying. It's always well to have at least one basic dress in your wardrobe. By basic is meant a dress with good, simple, smart lines. You change its appearance by changing accessories. For instance, the dress

photographed is typical. A ribbed crepe jacket dress. The jacket is detachable and may be worn with other dresses if you like. The dress is satin - topped giving you a smart dressy appearance when the jacket is removed . . . at afternoon bridge, at dinner, matinee. This type of dress is suitable not only for busy career women who realize the importance of dressing femininely but is equally appropriate for homemakers active in P.T.A. and other club work . . . for young marrieds who entertain or go out socially.

Going to town or to work, you'll wear a dress like this with simple, harmonizing accessories . . . flat

heeled shoes, a trim little felt hat, a simple leather hand bag.

When you're off to a Thanksgiving or other party, you might switch to a fur trimmed little velvet hat, dressy shoes and bag. You'll wear jewelry that's glittering rather than restrained.

Nothing gives your costume that very "new" look the way accessories do. It's smart to be inventive and collective. For the girl with gadgets is the girl who can "look like a million" and on "nothing a year," as Vogue says.

A suit is another grand wardrobe "backbone." It may be tailored or dressy, as you prefer. A tailored suit is a sound investment because it's always in good taste. It stays in fashion. You dress it up or down, by varying accessories. A tailored suit plus a pork pie hat, wedge sole oxfords, pigskin gloves and a sweater looks very different from a tailored suit plus a veiled cocktail hat, a satin blouse with rhinestone clips, suede gloves. In selecting a tailored suit it's well to look beyond the surface styling. You can pay very little for a tailored suit or you can pay a lot. Look for hand tailoring, unseen details, such as lapel lining, hand turned collars. Ask about the fabric. Is it 100% wool? Is it cold

The Ladies...

FIRMLY established as a traditional family feast day, Thanksgiving will have the same significance for us whether we celebrate on the time-honored fourth Thursday, or the newly decreed third

This day, when old, treasured recipes are brought out, and families gather together once more, scattered though they be the rest of the year,

water preshrunk? Will it clean well? Will it hold its shape?

Some may find the tailored suit too severe in styling. The "soft" or "dressmaker" type suit becomes an excellent choice. This is two-piece with a trim, little, button-up jacket, usually with high, youthful pockets. The fabric is usually a wool crepe or boucle woolen, as differentiated from the worsteds in tailored suits. Choose your dressmaker suit in classic black or in the becoming wardrobe colors . . . moss green, brown, plum, wine.

For the active woman who travels, who drives her own car, who's constantly on the go, a hard-wearing three-piece suit is an excellent choice. This consists of skirt, short jacket and full length matching topcoat, with or without a fur collar. This topcoat lends itself to double duty wear beautifully. It is smartly correct and becoming over your dresses, your skirts and jackets, your two-piece suit. Perfect suit for town, country, spectator sports, plane or train travel, suburban wear.

And again . . . the magic of accessories has no limitations. All you need is imagination, good taste and a moderate income. Give the illusion of an extensive wardrobe by artfully switching your accessories around.

has an extra meaning for us this year.

Let us give special thanks this year, just because we are Americans and add a prayer that our country may have peace for another year.

Come on, you good cooks, and you clever housekeepers! Send in your favorite recipes, and household hints, so they may be shared with others.

THYME FOR AN HERB GARDEN

By JAMES E. BLOCKER

Herbs of our Grandmother's day that had passed into the forgotten lore are back in vogue again and all modern cooks are using them to give a new delicious flavor to their foods, thus creating new interest in every day food by the skilful addition of herbs blended to impart a flavor which you must experience to appreciate.

There's more magic in fresh and dried herbs than in any other condiments. Their usage dates back almost to the dawn of civilization and good cooks, from world-renowned chefs to unpretentious housewives, use them as regularly as they do salt and pepper.

The secret of herbs is to use each in its proper place, to use them sparingly so they emphasize the flavor of foods rather than dominate them.

Herbs not only add zest to foods but they aid mightily in the process of digestion. Judicious use of either fresh or dried herbs transforms the plainest of soups, the cheapest cuts of fish and meat, and the humblest of salads and cooked vegetables, into culinary triumphs.

Now that the making of an herb garden has become popular, this is a good time to start as the plants will make root growth during the winter. However, it is possible to set them out any time during the year in our Southern California climate.

Most of the herbs like a warm sunny location, with a well drained soil, although they will grow fairly well in poor soil with very little attention.

All the annuals, and some of the perennials can be grown from seed, but most of them germinate very slowly. By buying the plants you will have a better start and be able to have the use of them almost at once.

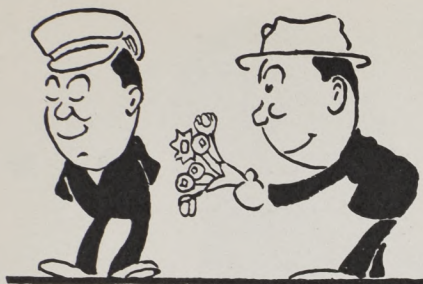
There is scarcely a home without a spot or corner which could be used for an herb garden and they can be grown in pots, or in a window box in cottage, apartment or flat. Another way to grow many of the low-growing herbs is to plant as a border which will give a charming novel effect.

One of the pleasures of having your own herb garden is the thrill of gathering a sprig here and a leaf there to dry for brewing tea. Many healthful, fragrant drinks can be made from them.

Here are the essential herbs to start an herb garden: The annuals are basil, borage, parsley, chervil and summer savory. The perennials are mint, chives, oregano, rosemary, sage, marjoram, thyme, tarragon, oriental garlic, and winter savory.

EASY TO MAKE

For a delicious frappe, combine 2 cups grapefruit and 1 tablespoon of lemon juice. Freeze in the trays of the mechanical refrigerator until mushy. Serves 4.



Mr. Patron

DUTIES HANDLED DIPLOMATICALLY . . .

"We wish to commend highly Conductor 2550 on the P line—(E. A. Burgess, Div. 4).

"Going downtown on a crowded car, his courtesy in answering questions and dealing with two aged people, who were dull of hearing as well as many others, certainly deserves a word of praise. Conductor 2550 is an entire stranger to us, but he kept his smile and answered kindly a barrage of questions from three or four people at the same time while others were waiting to interview him. We know there are a number of people who do not seem to appreciate courtesy or good service from any source, and when a man is worthy of a word of commendation we feel justified in giving it. We have been constant car riders for the past 17 years in Los Angeles, and in most cases, if the passenger is fair, he will get good treatment from the operators."

MR. AND MRS. J. W. GREEN,
3672 E. 3rd St.
Los Angeles.

COACH OPERATOR ATTENTIVE . . .

"After boarding one of your Wilshire buses this morning, I discovered that I only had a \$10 bill and that your bus conductor was unable to make proper change. However, he very courteously suggested that if I would sign a card he would provide me with the 10c bus fare, and he, in turn, would be reimbursed by your Company.

"His name was C. R. Pierce and the bus No. 723, and for his very courteous and thoughtful attention I wish to express my appreciation and am enclosing 10c in stamps in repayment of the fare advanced by Mr. Pierce.

"This type of attention and treatment, I feel sure, will increase bus travel and, also, appreciation for the service you are rendering the public generally."

L. V. SHEPHERD.
(No address shown)

"EXCELLENT" MOTORMAN . . .

"I was a witness today of a performance which I saw on street car No. 3061, on First St., at 12:45 p.m.

"Two old women got off the street car and the coat of one of the women caught between the doors. It was three or four seconds after the doors had closed that the emergency bell was heard. The bell rang for about a second and then ceased ringing, without the doors being opened. All the while the street car was at a dead standstill. I don't think that anybody in the street car noticed this little act except the motorman and myself.

"A very serious accident was probably avoided by the excellent operation of the street car by the motorman and the modern safety devices on the street car doors.

"I particularly noticed this act, because usually just as soon as the doors are closed on the street cars the car is in motion, which in this instance would have been the means of an accident.

"Will you please forward my praise to the motorman on this particular street car (J. M. Click, Div. 4) for (as I said before) his excellent motormanship and for his using all safety precautions.

"A grateful witness to a wonderful deed."
Nick S.

(No address given.)

APPRECIATIVE PATRON GIVES PRAISE . . .

"We are so prone to make complaints in a loud voice, and to ignore courtesies, that I feel inclined to call to your attention one courtesy that was accorded me last week.

"At approximately 5 p.m. at the rush hour, when traffic was quite heavy, I boarded a Ninth Street car. After securing change from the conductor I inadvertently dropped an extra "dime" in the fare-box. The conductor (P. Huft, Div. 3) noticed my error and insisted that I wait until other passengers paying cash fares board the car, at which time the

conductor in the midst of his innumerable duties at that hour collected sufficient change to reimburse me for MY OWN error.

"This is a matter which is of small importance, it is true, but the general attitude of your employe so impressed me that I believe this note of praise is in order."

HANNAH E. MORRIS,
Public Stenographer,
315 W. 9th St.,
Los Angeles.

MARKS OF CREDIT FOR THESE TWO EMPLOYEES

"For some time I have been intending to write and tell you about two of your employes who have been very accommodating to me.

"Motorman No. 539 (F. P. Cheshire, Div. 3), who was on the "N" line, helped me on many occasions make a "V" car at 9th street. If it had not been for his kindness I would have had to wait many times for another car. I am sorry to see that this motorman has either been transferred to another line or his schedule changed, as I have not seen him on the "N" line for some time.

"You have another employe who deserves a long credit mark also; Conductor No. 1877 (C. T. Conway, Div. 5.) He saw me hurrying from the "N" car line at 8th St. to catch a "V" car and stopped traffic and the car and helped me on so that I would not have to wait. I have 'just missed' so many cars that I can assure you that I appreciate conductors like 1877 and I dare say there are thousands of others who do also, although they may not write and tell you about it. I am an office worker and a part-time food demonstrator and ride your cars long distances and make various changes, and it is a great help to have men on the cars like Motorman No. 539 and Conductor No. 1877."

MISS DORIS V. COOLEY,
833 S. Manhattan Pl.
Los Angeles.

Speaks Up



COURTESY EXTENDED . . .

"It is with a grateful heart that I am expressing my appreciation for the courtesy extended by your bus drivers, especially bus No. 3711, driver 514 (*T. L. Dundas, Wilshire*).

"We are all prone to criticize our fellowmen, and are negligent to tell them of their good qualities. However, this particular employe I have noticed is most kind, gracious and alert and it is my desire that you should be aware of it."

MRS. M. MARKS,
327 N. Croft Ave.,
Los Angeles.

"ONE MAN'S OPINION" . . .

"It is so seldom that we busy Americans take time to put in a word of praise for those worthy individuals who help make these United States such a fine place in which to live, that I am taking the liberty of imposing upon you this expression of appreciation.

"Last evening, at 5:40 p.m. on a "5" car, manned by Motorman No. 2541 (I believe his name is Gammer)—(This is *S. Gannon, Div. 3*), and Conductor *J. C. Hill, (No. 1246, Div. 3)*, there occurred such a splendid performance of duty that your company should be proud to employ men who meet emergencies in this manner.

"On behalf of your many customers, may I give you 'one man's opinion,' and commend these employes highly."

BRUCE A. FINDLAY, Supervisor,
Visual Education Section,
1205 West Pico, Los Angeles.

MOTORMAN 999 LENDS HELPING HAND . . .

"I am taking the privilege of your time to listen to a few words of praise for your Motorman No. 999 (*E. E. Swartz, Div. 4*) on the No. 3 line, for the kind assistance I received from him yesterday while attempting to get on and off the car.

"I am still somewhat lame from an auto accident of two years ago.

"His kind and thoughtful help meant so much to me I certainly would feel myself a very ungrateful person to let his kindness pass without mentioning it."

KATHERINE DYER,
7660 Waring Ave.
Los Angeles.

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

TRAINMEN

O. J. Allen, Div. 3.
H. J. Baker, Jr., Div. 3.
P. J. Bowlsby, Div. 3.
E. A. Boynton, Div. 1.
*X. Bryan, Div. 5.
J. R. Butler, Div. 1.
C. H. Butterfield, Div. 3.
J. O. Byers, Div. 3.
A. Caubet, Div. 4.
R. L. Churchill, Div. 5.
R. C. Cupp, Div. 5.
*R. E. Damm, Div. 4.
E. W. I. Deane, Div. 3.
B. I. Derry, Div. 3.
W. H. Deskin, Div. 3.
R. E. Draggoo, Div. 4.
D. H. Eccles, Div. 3.
F. F. Favour, Div. 4.
C. D. Frey, Div. 4.
I. Gasparro, Div. 3.
W. R. Gibson, Div. 5.
H. S. Haag, Div. 1.
H. F. Hames, Div. 3.
C. E. Harrison, Div. 4.
F. M. Hestilow, Div. 5.
C. H. Hobaugh, Div. 3.
S. C. Hodel, Div. 4.
G. G. Hoyt, Div. 1.
C. B. Hunter, Div. 1.
W. W. Hunter, Div. 1.
C. F. Jacobs, Div. 1.
L. W. Kern, Div. 1.
A. M. Krieb, Div. 1.
W. H. Langdon, Div. 5.
T. R. Latham, Div. 4.

W. C. Litzsinger, Div. 3.
D. M. Lomax, Div. 4.
G. R. Looney, Div. 1.
H. V. McNabney, Div. 3.
E. D. Meldrim, Div. 4.
W. T. Morris, Div. 1.
*V. E. Munyer, Div. 5.
G. C. O'Malley, Div. 3.
D. F. Pickett, Div. 4.
R. C. Ragder, Div. 5.
C. E. Randall, Div. 5.
A. J. Rosenstein, Div. 1.
C. J. Rupert, Div. 1.
J. L. Schnuer, Div. 1.
W. E. Scott, Div. 3.
R. R. Severns, Div. 3.
W. S. Shepler, Div. 3.
H. R. Shireman, Div. 3.
D. V. Smelser, Div. 3.
W. B. Smith, Div. 5.
C. L. Smithwick, Div. 3.
E. E. Sooy, Div. 3.
O. E. Spittler, Div. 5.
*K. S. Stephens, Div. 3.
L. E. Stump, Div. 4.
W. J. Thomson, Div. 3.
E. R. Tomlin, Div. 1.
R. E. Vieth, Div. 3.
C. G. Ward, Div. 1.
L. L. Weingartner, Div. 4.
C. D. Welch, Div. 4.
O. L. Wike, Div. 4.

COACH OPERATORS

J. B. Alexander, Wilshire
R. O. Bennett, Beverly
R. J. Bloodgood, Wilshire
J. B. Cannon, Florence-Soto
A. E. Chryslar, Jr., Wilshire
W. R. Dinsmore, Normandie
J. H. Elmore, Sunset
*D. L. Gladwell, Alvarado
P. M. Gratzel, Melrose
W. K. Hayes, Avenue 50 and El Paso Dr.
P. F. Henley, Sunset
E. L. Knowles, Wilshire
H. G. Moore, Wilshire
W. E. Ringler, Beverly
G. W. Sumners, Figueroa.

Note: Each asterisk represents one additional commendation.

VIRGIL OPERATOR SKIPPER OF SEA SCOUT TROOP

RECENT RESCUES CITED

By C. J. KNITTLE

AMONG the 300 Los Angeles Motor Coach operators is George Kenneth Stanford whose high ideals of citizenship are reflected in his success as co-organizer and skipper of the Sea Scout Ship Storm Cloud, Troop 169, Boy Scouts of America. A "Ship" in sea scouting is the name of the Sea Scout group and is composed of older boys who have advanced from ordinary Scoutcraft to the broader field of seafaring.

Lord Baden-Powell, father of the Boy Scout movement, tells us in his autobiography that having been brought up with a good deal of seagoing work he realized the extraordinary value of this training, that it brought out various qualities which no other training could produce to the same extent, that it familiarized the lad with risks and hardships incident to seafaring in all sections and demanded of him exercise of courage and caution coupled with discipline, self-reliance and resourcefulness, all of which tend to make a man of him.

Little, perhaps, did Skipper Stanford anticipate that in less than four years from the date of its organization, January, 1936, certain members of the Ship would be credited



Sea Scout Troop 169 (Seated, left) D. D. Canning, Assistant Manager, L.A.M.C. Skipper G. K. Stanford (Virgil), wearing naval cap.

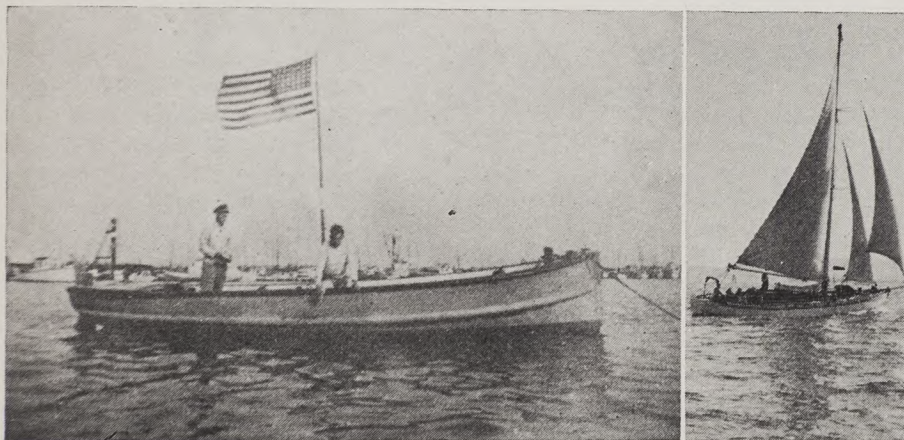
with a thrilling rescue at sea, the saving of four lives and two sailing vessels. This occurred Sunday, September 24th, when a terrific storm spent its wrath on Pacific shipping, especially on the lighter fishing and pleasure boats off the California coast.

First Mate Andy Littlejohn and Seaman Bill Molina had been working on the Troop's boat, "Storm Cloud," in Fish Harbor at Terminal Island when, about five o'clock, the storm struck and the boys prepared to leave for home. On second thought Andy suggested they go out on the breakwater to ascertain that

other boats were safely under control. There they sighted three boats in distress, apparently dragging anchors, with mountainous waves and strong winds forcing them toward the breakwater.

Rushing back to the "Storm Cloud," the Sea Scouts headed for the stricken crafts and in record time had towed the first boat, a yacht with four men aboard, into protected waters. Returning to the scene, the Scouts found the "Delphine," a luxurious 46-foot yacht, pounding against the rocks. Endangering their own boat, they maneuvered alongside, made fast a tow line and, against the wind and high waves, towed it away from certain disaster. Again returning to the troubled area, the Scouts found the third yacht, "Marleen," hard on the rocks and beyond assistance.

First Mate Andy Littlejohn, formerly of Troop 30, Stamford, Connecticut, has been a Sea Scout for nearly ten years and participated in a five-man cruise from Stamford to Bermuda. Later he was granted a coast-wise pilot's license and today is invaluable to Troop 169 as Chief Instructor of navigation, general seamanship and the nomenclature of



Left: Sea Scout Boat "Storm Cloud" and (right) one of the craft rescued in September storm.

various marine instruments. In civilian work Andy is an animated cartoonist at the Walt Disney Studio.

Skipper Stanford's extensive knowledge of seamanship and administrative duties were gained during an enlistment in the California Naval Reserves. With due modesty he insists that much of the success of Troop 169 is due to the untiring efforts of V. J. De Mamiel, co-organizer and Committee Chairman and his fellow-committeemen, D. D. Canning, Assistant Manager, L. A. M. C., and Serge Mouratoff.

The S. S. S. Storm Cloud was presented to the Troop by the Navy Department in July, 1936. It seats 19 Sea Scouts, was made in Boston Navy Yard and was formerly used on a mine layer.

MOTHER GOOSE FOR TRAINMEN'S CHILDREN

By W. Y. STEARNS,
Virgil Division

There was a conductor
Who lived near the barn,



"Pardon me,
but which
one of you
gentlemen is
driving this
coach?"

Drawn by
Guy Gifford.

One night he forgot
To set his alarm.
His wife woke him up
With a terrible shout,

But when he got there
He found he'd missed out.

He's running hot,
I'm running cold,
He's got me on the spot
So I'm told.

Humpty, Dumpty sat on a bus,
Would not pay his fare
And caused quite a fuss.
All the conductors,
And Motormen too,
Couldn't make Humpty Dumpty
Come through.

There was a man at our barn,
And he was wondrous wise;
When traffic got too thick for him,
He'd simply shut his eyes.
And when he saw his eyes were
shut,
With all his might and main,
He'd try to get up nerve enough,
To open them again.

Hey, Diddle Diddle,
A motorman's riddle,
A street-car hit a Ford.
The passengers laughed
To see such sport,
But he got a day on the Board.

Auditor
Jess Yarbrough
relinquishes
the President's
Perpetual Golf
Trophy to
General Foreman
of Car Houses,
A. L. Davis.
(Mr. Yarbrough
is allowed to
keep the slightly
smaller trophy
in foreground.)

NEW COACHES RECEIVED

Five new 31-passenger White Transit type coaches have been received for service on the Beaudry-West First Coach line (No. 65), replacing the present "I" line street cars, costing more than \$9000 each.

These modern streamlined coaches are equipped with horizontal type 12-cylinder engines of 681 cubic inch displacement to enable them to negotiate the steep grades over which they will travel.

A no-roll-back device has also been added to facilitate stopping and starting on the hills.

They are equipped with modern lighting fixtures, automatic treadle doors, and numerous other items for the safety and comfort of passengers and operators.

College Girl: "Jiggers. Here comes the speed cop."

College Boy: "Quick! Hang out the Notre Dame pennant."

The foreman of a job found that due to breakage and wear and tear he had run short of shovels, so he wired his employer that more shovels be sent.

The next day he received a reply, which read: "Have no more shovels. Tell the men to lean on each other."—*Santa Fe Magazine.*

"Air"

English Agent: "Now, there is a house without a flaw!"

Customer: "My gosh, what do you walk on?"

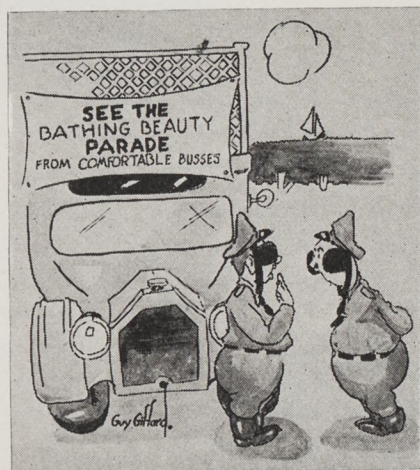
Safety Record for September

ACCIDENTS PER 10,000 MILES RUN

SEPTEMBER 1939

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

DIVISION	THIS MONTH	LAST MONTH	Ratio
4	XXX	XXX	3-2
3	XXX	XXX	3-2
5	XXXX	XXXX	3-9
1	XXXXX	XXXXX	4-7



"Frankly, I don't care much for this latest safety device!"

A man went into an insurance office to have his life insured.

"Do you cycle?" the agent asked.

"No," said the man.

"Do you motor?"

"No."

"Do you, then, perhaps fly?"

"No, no," said the applicant, laughing; "I have no dangerous—"

"Sorry, sir," the agent broke in, "but we no longer insure pedestrians."—*Omaha Bee.*

Boss: "What do you want?"

Clerk: "May I use your phone? My wife told me to ask for a raise and I forgot how much she said I was to ask for."

Boss: "Go right ahead and when you finish I'll call my wife to see if she will allow me to give it to you."

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

	1939	1938	1939 Increase + Decrease— Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$ 963,421	\$1,008,694	—\$45,273
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)	895,334	863,404	+ 31,930
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	81,173	78,113	+ 3,060
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,998	71,242	— 3,244
Total Expenses	\$1,044,505	\$1,012,759	+\$31,746
Leaves Net Profit or Loss	—81,084	— 4,065	— 77,019

WE'RE PROUD OF THESE!



(1) Duane Stenvall and (2) Melville Shahan, grandsons of Motorman D. M. Sheehan, Division 4. Both children are 1 year old. (3) Ronald Lee, 1 year old son of Conductor (Division 5) and Mrs. B. A. Rich. (4) Bobby, 3½ year old son of Conductor (Division 3) and Mrs. C. F. Millspaugh. (5) Robert, 1 year old son of Motorman (Division 5) and Mrs. H. A. Bates. (6) Orvall Darrell, 3 months old son of Car Repairer (Division 4) and Mrs. O. D. McKimmey. (7) Patricia Adele, 3 months old daughter of Motorman (Division 5) and Mrs. B. A. Haskell.

Around the Divisions



ELECTRICAL



WALTER WHITESIDE

A. Knaus enjoyed a swell visit with his sister who lives in the northern part of the state.

Walter Roark relaxed around town but T. B. McEntire couldn't relax until he arrived at the Sally Rand exhibit at the Fair. F. I. Flynn also visited the Fair, but we didn't get any comments from him.

C. E. (8-B.O.) Martin reports a great time on his trip north, but the (8-B.O.) on the return trip really gave him something to talk about. (8-B.O. means 8 blow-outs.)

B. I. Boughton spent an enjoyable two weeks around town and W. C. Reece visited the Fair.

James Rose reports the best vacation of his life. He spent an enjoyable 30 days visiting his childhood haunts in Virginia.

In order to prove that it wasn't luck but science in drawing numbers in pools, T. B. McEntire picked the winning number out of the hat for the football pool, after winning three straight World Series Baseball pools.

Miss Jessie Howell reports a fine time on her trip which took her to Spokane and also into Montana.

H. W. Lawrence says that his vacation was okay, but nothing compared to his 1940 Plymouth.

Gene Brox is batching. The Mrs. accompanied the Heinie Messners to Utah, Mrs. Brox to visit relatives and Heinie to do his annual hunting. If Heinie has any luck this year we don't know whether we can accredit it to his skill or the information of the Brox's.

Howard Jones has moved into his newly constructed home out West Pico way. We hear he's planning a big housewarming soon to which he

is going to invite all of his many friends.



L. F. SPARKS

Bill Weeks and his gang of Red Coats has completed the semi-annual cleaning of the track grooves. The boys got quite a collection of "jewelry" amounting to about a ton of washers, bolts, bottle caps, ball bearings and damaged coins.

The Figueroa and Temple underpass is coming apace with hopes that we will have our cars in operation over it within two months. The work is being done by the City and the State Highway Department and during construction our cars are forced to single track over part which has been completed.

Recent track jobs are on Rowan Avenue from Brooklyn to Michigan and West Ninth from Parkview to Carondolet. The eight unit crossing at Vernon and Long Beach curves at Ninth and Hoover.

The Line Department Store Office has been re-decorated and general repairs are being made at Division Three which include the re-painting of the Foreman's Office.

Two inspection pits at 16th Street Garage have been widened for inspection and work on Twin Coaches.

Austin Fleetwood makes the news again with an eye ailment. However we are glad to report that it is responding to treatment and hope it will soon be well.

Vernon Yard ball team is the proud owner of the 1939 champion pennant which is on display at the Vernon Yard office. The Vernon boys will not play in the LARY League in 1940 but are looking for a sponsor so they can play in the City League.



F. ARLEIGH FRAZIER

M. E. McCune, Foreman of the Machine Shop, reports the weather as undependable in Oakland as it has been here. He enjoyed one week of real cool weather and one of real hot. Visiting his daughter there, they found double enjoyment in visiting the Fair.

Another Vacationer just returned is Jimmy Murray, who took a real voyage this time. He spent three months in Wales, getting out just before the excitement got too bad.

Now this business of weather prophesying almost has gotten too bad to rely upon, but rest assured from now on accuracy will prevail, for Ray Smith is wearing the badge formerly worn by Dr. Bradley. Here's something new in this department: Smith will be able to give full weather details from all parts of the world as he has a Smith in every section to scientifically send in information, so if it's the little town back home, just ask and a Smith will have the correct data.

Sighting W. Thun coming down the highway you might think it Flaming Youth or the fire wagon, but it's just his new Studebaker he picked up on the way East.

G. Alimonti, the men conclude, must have been a baby extraordinaire, for he insists that at the very tender age of five (5) months he can distinctly remember trying to swat a fly off his nose.

If anyone approaches you trying to sell second hand shoe laces, please report immediately to the Carpenter Shop where all the men have turned sleuths trying to uncover the means by which shoe laces disappear from their customary places.

The men in the Winding Room have been standing in awe of Luther Griffin since he has been displaying a badge of Law and Order.



16th Street Coach

CHARLES H. HARDY

Along with the war talk that is contaminating the air we find many eyes around this Division focused on Coach Operator Alfred V. Hitch on account of his English accent and his World War service. He has been the target of many questions and much ribbing. It is not generally known, however, that Hitch was born in Missoula, Montana. He was educated in England and belonged to the Territorial Army of Great Britain before the war. This is similar to our National Guard. At the outbreak of the World War he and many other Americans volunteered for service. During his enlistment he served in the infantry, artillery and aviation corps. He has also driven staff cars carrying the Prince of Wales, the late King Albert of Belgium and many other notables.

L. S. George, well known in this Division, has resigned.

Thomas Demery's mother was visiting in Wales when the war clouds darkened. His dad sent word urging her to come home at once. She did so, arriving in Quebec the day England declared war. An interesting example of our modern air mail service is told by Demery who received an air mail letter from his mother who was in Wales at the time. It was mailed there on a Tuesday and received in Los Angeles on Saturday morning of the same week.

Mr. and Mrs. G. B. Dossey wish to thank the boys for the G. E. coffee percolator given them as a wedding gift. It was just what they wanted.

A. D. Du Ree returned from a fine trip through Bryce Canyon, Zion National Park, and other points of interest in Utah.

In a party of deer hunters from this Division were B. R. Hobbs and D. Garner who brought in meat for the table.

E. L. Welch is back with us after lengthy visits in Oklahoma and Texas.

New men in this Division are G. F. Milledge, G. E. Potter, H. G. W. Bilyeu, F. J. Butler, R. V. West, W. M. Kirby, L. L. Morgan, H. W. Palmer and N. D. Adcock.

GARAGE

The Electrical gang has had a trying time in the Garage. Harry Lane received a crushed big toe when a generator fell from a bench. Art Leisure almost put himself out of commission with a pinch bar and Benny Walters was on the sick list at this time. Joe McDonald is helping out in this department.

Paul Wood still has fond memories of his old home town. According to his pals, one of the highlights in his life was when he and the boys used to gather around the corner store on Saturday nights and watch the new bacon slicing machine.

Gurney Turner had an eventful

week recently. His car was damaged during a week-end trip in the mountains. Another car more or less out of control downgrade having careened into it. While repairs were being made he lost his wallet at work. The first night after repairs were completed there was an argument with a large police dog concerning the right of way, and a fender was again marcelled.

An emergency appendicitis operation on the son of M. B. McNally, assistant night foreman, was performed and followed by complications. However, he is well on the way to recovery at this time.

Bob Marshall returned from an extensive vacation tour, taking in both World Fairs and driving back in a brand new car.

George Baker spent several weeks driving through the eastern states.



Mechanical Divisions

F. F. ROBEY

Division One

We hear E. L. Swartz and R. E. Jones have made a pledge to help



—Drawn by Guy Gifford.

"I don't know how he gets by—showing his company pass every Sunday!"

pay for new roads in Los Angeles.

K. H. McDonald is off sick, with the flu. We are hoping for his speedy recovery.

W. J. Jackson made an enjoyable trip with his family, visiting friends in Fresno.

Division Two

Ida Mae Winston has been transferred to Division One and made regular cleaner.

Roberta McGee is now the regular relief car cleaner.

Business picking up? Yes, at the west end of Division Two, daily, you can hear the same noise as of old, the pit grinder working on P.C.C. Cars. It's a welcome noise.

Division Three

Harry Wescombe returned to work after a siege in the hospital. Feels pretty well.

Eddy Swanson has his day eyes now, after years of nights.

Wonder why Ed Muse still has to watch his driving? Almost forgets to make right hand turns in the mornings. The car just wants to go back to Division Three.

J. Doovas is looking for ice packs to put on his Studebaker. Says it gets too hot.

Division Four

That increase in chest expansion of our Assistant Foreman, J. Inman, is because he is the proud grandfather of a baby boy born to Alsen and Mrs. A. E. Inman on August 2.

O. D. McKimmey is spending a week's vacation in Texas visiting his mother and father.

A. L. Keller had an enjoyable week in Washington and Oregon.

The garage of Foreman W. W. Aldrich caught fire and partly burned recently, but the quick work of Mrs. Aldrich saved their car before any serious damage was done.

Division Five

Harry Hunt and wife saw the County Fair and spent a few days at Bakersfield on his vacation.

T. W. Lambert enjoyed his vacation more ways than one. He got married. The boys at Division Five wish them both a life full of happiness, and thanks for the cigars.

Jim James was operated on for an ulcer of the stomach. We hope to have him back with us soon.

Foreman G. P. Macqualter and wife returned from their vacation to Kansas, just in time to miss our hot spell.

William Coxon spent a few days in the hospital during the hot spell. Just a general check-up.

Virgil & Santa Monica



L. S. HENDRICKS

Operator D. S. Coburn, former reporter for this column, is taking a ninety day leave of absence from his work. His many friends from Virgil will miss him.

Operator D. W. Pizer is the proud owner of a new Plymouth coupe.

Operator Ed Ramey has returned from his annual visit to Kansas City, Missouri. Ed never misses this yearly trip.

Operator Dam Getchel and T. E. Chastain have returned from a grand trip up the northern coast. While in the northern section many points of interest were visited both in California and Oregon.

Operator H. E. Atkins and wife enjoyed a 30-day visit to Canada and from there down our eastern coast to Florida and home via the Southern route.

Operator C. E. Hayes has left for the east to pick up a new Packard coupe from the factory.

The wife of Dewey Whitlow, mechanic, is very ill in St. Vincent's Hospital. Their many friends hope that Mrs. Whitlow will soon be up and around.

Joe Sharpless, Chief Clerk of General Staff, has returned to duty after an extended visit back east. Mr. Sharpless covered some 8,000 miles

on this trip, which was made by train and by new Dodge picked up at factory. A side trip at New York's World Fair was also enjoyed. The main object of the trip was a visit with two sisters in the east.

News from Pistol Club: The members of the Pistol Club are enjoying some good target practice these days at the club's range. Scores are improving and by next month we will have a team which will represent the club in winter tournaments in Los Angeles County. A turkey shoot will be held the Sunday before Thanksgiving, November 19. Many prizes besides turkeys will be given. The club range is located on North Figueroa Street, two blocks north of Colorado Boulevard.

The following men are on sick leave: E. J. Burnell, C. E. Lidamore, C. H. Martin, R. O. Jordan and Sears.



Division One

R. C. RUGGLES

The Federal Credit Union of Division One has a very gratifying report this month. We have 280 members; \$14,292 has been loaned since we have organized. With a share balance of \$7300 and a loan balance of \$7187.43, a profit of \$291 has been made this year. A typewriter, adding machine and filing cabinet has been purchased and paid for. In a short time we are planning to build a regular office in the trainmen's room.

Jack Sproul, who was appointed relief watchman on July 6, has been transferred to Division Four as a regular watchman, effective November 1. Jack has been in the employ of the Company since March 25, 1898,

W. H. O'Bear, formerly a motorman at our Division, has been appointed a regular flagman at Maple and Air Line, effective November 1. Mr. O'Bear entered the service of the Company August 30, 1909.

Our genial Foreman, Mr. Ellis, had a lot of explaining to do upon returning from his vacation as to the reason for his "skinned up" nose. He claims it was sunburn, but everyone has a right to their own opinion.

Miss Goldstrass, Mr. Healy's secretary, enjoyed a week's vacation, but was called back to work on account of D. B. Kohl being struck by an automobile while returning from lunch. He was taken to St. Vincent's Hospital for a few days but we are glad to report there were no bones broken, just badly bruised and shaken up.

Our heartfelt sympathy is extended to M. D. McGivney, whose father passed away on October 7.

We have formed a Division One basketball team. The first meeting was held October 18. Let us help the enthusiasm of the players by attending the games and put Division One on top.

The following men are on extended vacations: P. C. Wolfe, a trip to Texas; W. Bridge has gone to Portland, while G. W. Miller, F. J. McCarthy, W. D. Hughes and D. J. Thomson are also vacationing, destination unknown.

The dance held on October 14 by the T. U. C. was well attended and everyone reported a good time. A special feature of the evening was a rhumba band, headed by Bill Phillips of the Phillips Music Co., the Spanish numbers being exceptionally good. These get-togethers are a good thing and we should have more of them.



Division Three

L. VOLNER

That we are having less accidents is greatly appreciated by our Division Superintendent, but the ones we are having show too much responsibility on the part of the trainmen. There is nothing gained in

taking chances. "Be absolutely sure, then go ahead" would be a good motto to adopt. When we all realize that the way in which we were instructed is the right way, then we will notice a great reduction in the number of accidents. We like to see our company prosper, but with the large amount to be paid out on account of the violation of some rule, that could have been avoided, the chances of prosperity are greatly reduced.

During a visit to the superintendent's office I learned that he had received more letters of commendation than of complaints. He was greatly pleased with this report, for he sincerely believes that he has a bunch of men who realize what they have to do and are trying to do their work in the manner prescribed by their instructors and the book of rules.

That popular motorman - baseball player, "Hot Shot" Grubb, recently took a night off to visit the bright lights. During his rounds of one of our most popular night spots, he decided to buy a Coca-Cola, and of course thought he knew the price, as we have a large machine in the assembly room at this Division that dispenses ice-cold "Cokes" at five cents per bottle — but ask Grubb what he paid when he visited this rendezvous, then duck!

Conductor R. P. Martin has posted a notice in the assembly room calling upon those who would like to become members of our basketball team to sign up.



Division Four

C. J. KNITTLE

A general shake-up was held at Division Four on October 18 and 19 with new daily schedules for Lines A, J, L, and P. Five extra motormen and five conductors became regular trainmen. Three full runs were added to Line J and two were added to Line P.

The outstanding feature of the shake-up was that Conductor Sid Goldy heard his name called and knew which run he wanted. In the previous shake-up on September 20, Sid discovered he'd been passed up when the fifth conductor below him was choosing.

Another amusing observation was that Motorman S. H. Brody and Conductor R. A. Scott were aware that the eleven hours and one minute time limit is being rigidly enforced. In the previous shake-up Brody and Scott chose combinations that totaled eleven hours and two minutes. One week later they had to relinquish the trippers.

We are pleased to report that Conductor D. H. Walker, who underwent an appendectomy October 12, at St. Vincent's Hospital, is improving nicely.

Superintendent B. B. Boyd spent a pleasant three weeks' vacation in Oregon recently, returning to duty October 30.

Division Four's new basketball manager is none other than Billy Vejar. Freddie Whitcomb will do the coaching.

Our hearty congratulations are extended to Motorman E. D. Wakeham who finished his twentieth year of Los Angeles Railway service on October 17, and to Motorman G. La Creaux who finished his twentieth year on October 24.



Division Five

FRED MASON

Motorman Andy Sybert is making a flying trip to Cedar City, Utah, where he will make his headquarters for a deer hunting expedition. While he will only be gone for nine days, he seldom misses getting just what he goes after and we feel sure he will bring home the bacon.

Motorman A. Ballentine is taking off two weeks and is making a trip to Espanola, New Mexico.

Conductor Floyd Bowles is driving up to Rupert, Idaho, to visit with friends and relatives, and will be gone for two weeks.

On a ten day jaunt to San Francisco we find Motorman V. H. Boone, where he is taking in the Fair. His wife, of course, is with him and this time he is not going to leave her in San Jose as he did last year.

Conductor D. H. Ryan is spending two weeks with the folks in Heber City, Utah. His brother "Mickey" just got back and the way these two boys commute between here and Heber City we know there must always be a Ryan there.

Motorman Melvin Schultz, accompanied by his dad, George Schultz, is taking one of those periodical trips to visit relatives in Glendale, Arizona.

Conductor R. R. Ferguson, who was away for two weeks, is back from Des Moines, Iowa, and reports a very nice trip.

Conductors W. K. Nichols and M. W. Peterson, who teamed up for a thirty day vacation to Omaha, Nebraska, arrived back O.K. and with an addition to their party. Conductor Peterson took unto himself a bride while he was on vacation and she was the addition. Congratulations to Mr. and Mrs. Peterson.

TRADING POST

FOR SALE—16 size, 21 jewel, Elgin Railroad watch, yellow gold case. Sacrifice for \$15.00. J. L. Cox, Jardine St., Los Angeles.

FOR SALE—Conn brass baritone saxophone, \$25.00 or trade for something of equal value. E. H. Brox, 717 E. 16th Street, or call Station 221.

FOR SALE—Invalid wheel chair, good as new, \$12.00 cash or will exchange for typewriter or desk. H. A. Russell, 2091 Idell St., or call CA-5791.

FOR SALE—Yellow gold, thirty-second degree Masonic charm. Cost \$35.00. Will sell or trade for pump shotgun or piano. Conductor O. C. White, Division 3, Operating.

CLUBS and VETS

AMERICAN LEGION POST 541

By LEO LEASMAN

Los Angeles Railway Post was host to the A.B.S.er Club at a recent meeting and everyone had a grand time. We had about thirty members of this club up and in their own way a grand time was had by all under the leadership of Ed Risdon, editor of the American Legion Weekly Bulletin. Al Weinberg, who is the M.C. of the group, certainly did a swell job this night.

October 22 we are all going to the hospital and visit our comrades who are confined there. I have reference to San Fernando Facility. Our Auxiliary members are going to pass out cigarettes, candy and magazines, and in the evening the post is putting on a show in the theatre building.

We have a Post and Auxiliary that are second to none in any way, and we are proud that we are able to do many things for these comrades who are not able to do for themselves. That is what we are organized for and that is the program we are now following and always will fulfill. This is one reason that we keep on asking all who are eligible to come and join us.

SQUARE AND COMPASS

By BILL LANE

The club held its monthly banquet and entertainment at the Golden State Cafeteria on October 14. After supper everyone thoroughly enjoyed the entertainment produced by Brother Billy Vejar who surely knows what the brothers like best.

Brother George Scott, who is always trying to do someone a good turn, brought along Brother Jack Simmons of Golden State Lodge as his guest. Jack has been blind for some years but is always cheerful and always has a good story to tell.

Other celebrities present were Brothers Bill Taylor, Lloyd Yeager, John Hawley, Oscar Elrod, Walter Hutchinson, Dad Fletcher, also Billy Warren of Division Four who has just started in the mysteries of Masonry.

Past President L. F. Sparks was quite put out. He went home early last month, not knowing it was past president's night until he read it in TWO BELLS.

Brother Calderwood, manager of the LARY soccer team, was also with us. He says the team will be better than ever this year.

Brothers P. C. Hampton of the Schedule Department, and "Jim"



AMERICAN LEGION OFFICERS
Front row: Sons of Legion Squadron, Post 541.
Middle row: Auxiliary Post 541.
Back row: Post 541.

Farley of the Line Department, were elected as members of the club.

The club Degree Team and 62 members journeyed to South Park Lodge No. 563 at 59th and Broadway on Tuesday evening, October 10 and conferred the third degree on Brother Fred Osborne of the Instruction Department. Brothers Jim B o d l e y, Superintendent, Division Three, and Supervisors Pecaud and Harliss were present.

Saturday evening, November 11 will be ladies' night. A banquet, entertainment and turkey drawings will be the order of the evening.

RETIRED EMPLOYEES

By P. C. McNAUGHTON. *Secretary*

The regular monthly meeting of the Association was held in Room 309, main office, October 17, President C. M. Roberts presiding. Our former General Superintendent, Mr. E. L. Lewis, was very warmly received by the men who had been under his direction in the former days.

The secretary reported the passing away of five of our members since the last meeting: J. J. Griffin, William W. Yates, Thomas W. Birmingham, Jorgan H. Jensen of the Operating Department, and Oliver J. Hastings of the Auditing Dept.

It was decided that hereafter we meet on the second Tuesday of the month instead of the third Tuesday as at present, in order that we might get a notice in TWO BELLS of the meeting. Also, the hour was changed from 2:30 to 2 o'clock.

Mr. Roberts spoke briefly of the coming special election, and hoped the men would vote "NO" on proposition No. 1 on the ballot.

Mr. E. K. Hill of the Union Pacific Railway entertained us with moving pictures of the beautiful Sun Valley in Idaho, showing both summer and winter scenes and sports. It was greatly enjoyed, and we want to thank Mr. Hill and the railway he represents for their great kindness in giving us such a pleasant and educational hour.

WOMEN'S CLUB

By MRS. C. A. EVANS

An informal meeting was enjoyed by club members on September 21. A talented little entertainer, Faye Wilson, gave a group of amusing readings. Mrs. L. B. Meek, Mrs. A. C. Stover and Mrs. N. E. Mackay served refreshments at the close of the meeting.

On October 5, members of the club enjoyed an interesting and instructive speech by Inspector Hitchfield of the Fire Department. Illustrative moving pictures, shown by the speaker, stressed common fire hazards. Ladies from Division 5 served refreshments, with Mrs. R. L. Wilson as chairman, assisted by Mrs. L. M. Coe, Mrs. F. L. Ervin and Mrs. H. D. Lawson.

Mr. Robert Sample of the Better Business Bureau was guest speaker at the October 19 meeting. The presentation of two short plays by Mrs. J. T. Watts, Mrs. C. A. Evans, Mrs. L. M. Coe and Mrs. C. Dennell, under the direction of the latter, provided entertainment for the afternoon as well as surprised Mrs. J. F. McCormick, Drama Club coach, upon her return from an extended trip. Refreshments were served by Mrs. C. E. Kriss, Mrs. C. F. Thun, Mrs. B. E. Timbs and Mrs. S. C. McKenzie.

A gala bazaar is planned for Friday and Saturday, November 17 and 18, from 2 until 10 p.m. each day, at the Club rooms, 962 West 12th Place. On Friday, from 6 to 8 p.m., dinner will be served at a cost of 40 cents to adults and 25 cents to children. Sandwiches, coffee and cold drinks will be on sale Saturday. Dancing and entertainment both evenings. A variety of things can be purchased at all the booths. Tickets for admission are on sale for 10 cents. Valuable door prizes will be awarded. Proceeds will be used for welfare work among the needy families of our company.

VETERANS' CLUB

By E. J. ROCHE,
Publicity Chairman

The box social held in Patriotic Hall on Saturday, October 7, was quite a successful and enjoyable event.

The club meeting on Tuesday, October 10, conducted by the Order of the Sword, was well attended and marked by considerable enthusiasm.

In appreciation of his fine Americanism and of his fine cooperation with our club and its Auxiliary, Mr. Frank C. Lydiard, editor of TWO BELLS, was unanimously elected an honorary member.

The annual Hallowe'en party and dance held in Patriotic Hall on Saturday, October 28, was a most enjoyable affair. The large crowd present enjoyed itself immensely and is looking forward to the next social affair of the club and its Auxiliary.

Each member will receive a personal note from Adjutant Ed Blakeley regarding details of our participation in the Armistice Day parade.

The next regular meeting will be held in Patriotic Hall on Tuesday, November 14 and will be a joint meeting of the club and its Auxiliary. Lovely and charming Esther Williams, president of the Auxiliary has arranged an important and very interesting program. Honorary Past Commander of the club, P. B. Harris, has been given a special invitation and it is hoped Captain Harris will honor us with his presence.

VETS' CLUB AUXILIARY

By ELLA M. HOYLE, *Secretary*

The regular meeting of the Auxiliary was held Tuesday, October 10.

A very enjoyable evening was spent at the box lunch social given by the club on October 7.

The next meeting will be a joint meeting of both clubs, to be held November 14, at Patriotic Hall. It is very important that every officer of the Auxiliary be present on that evening.

Recent LARY Ads



\$24,717.87
a day

THE LOS ANGELES RAILWAY pays nearly \$25,000 00 every day for **purchases in Los Angeles, paid for in Los Angeles.**

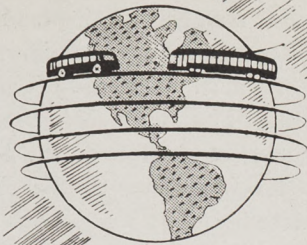
This means that Los Angeles Railway pays over **Nine Million** dollars a year for Los Angeles purchases.

This amount does **not include** taxes, interest on funded debt, payments on new cars and coaches or employees' insurance.

It is money that is paid for printing, tires, gasoline, wages, repair parts, etc., and it is money that **stays in Los Angeles**, circulates in Los Angeles and goes far toward assisting in the general welfare of the community, as well as to furnish the best possible transportation at the lowest possible cost to its thousands of daily riders.

Quite an asset to any city.

All of us in Los Angeles would go a long way to get another business, that would spend over nine million a year locally, to locate here.



FOUR TIMES
around

SURPRISED as you may have been to read in previous issues of this paper that the Los Angeles Railway pays more than **six and a half million dollars** a year in wages, nearly **a million** a year in taxes and **\$25,000 a day** in purchases in Los Angeles, you will probably be even more astounded at the daily mileage of the company's rolling stock.

Los Angeles Railway cars and coaches operate about 114,000 miles every day. That's more than **four times around the world.**

On the basis of 3,000 miles from Los Angeles to New York, this daily mileage of the Los Angeles Railway would mean nineteen full return-trips across the continent.

Quite an asset to any city to have a local transportation company running 114,000 miles daily to serve properly those who must go from point to point quickly, safely and cheaply.



KNOW THEM
Better

THE MEN WHO SERVE YOU on Los Angeles Railway cars and coaches are well worth knowing. They are good citizens who take pride in their work. They have an average length of service of about 10½ years and many have service records of 15, 20 and 25 years.

Their earnings fall in the upper brackets of wage earners and their credit ratings are of the very best.

They may be merely men in uniform to you, but we'd like to have you know them as neighbors, home-owners, taxpayers and civic-minded men who are proud of Los Angeles and who are building up comfortable nest-eggs to care for them in future years.

They are well above the average of intelligence and their integrity is unquestioned.

They are just the sort of men you'd choose for your friends.

We'd like to have you know them as individuals as well as employees of the Los Angeles Railway

