

TWO BELLS



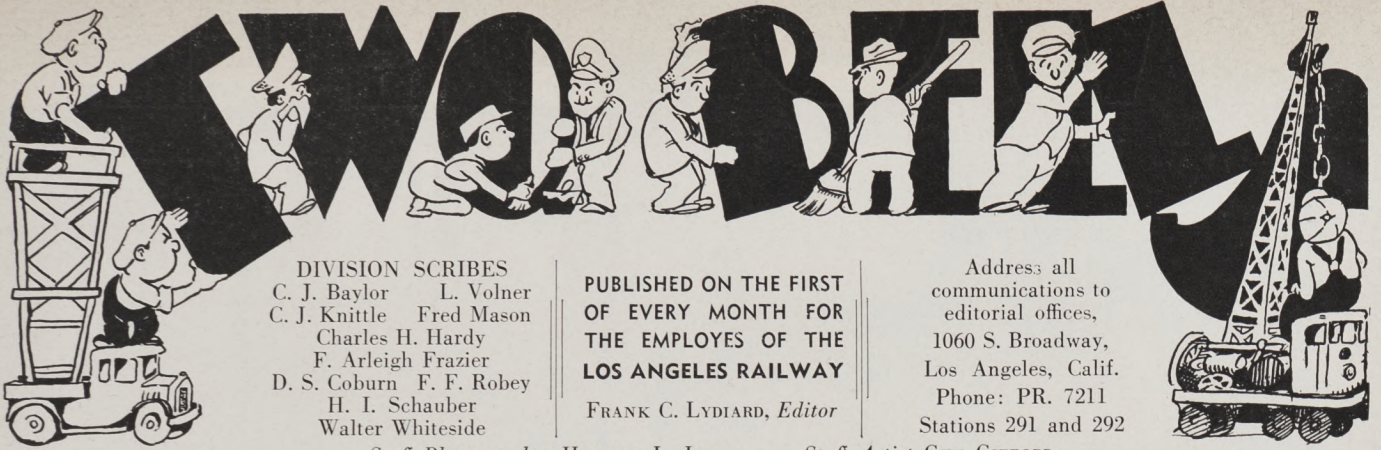
"HI, KIDS!"

They're in friendly hands when they ride with this man — and nobody's "tardy" . . .

Vol. 18

AUGUST-SEPTEMBER, 1937

No. 8



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

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

FRANK C. LYDIARD, *Editor*

Address all
 communications to
 editorial offices,
 1060 S. Broadway,
 Los Angeles, Calif.
 Phone: PR. 7211
 Stations 291 and 292

Staff Photographer HOWARD L. JONES

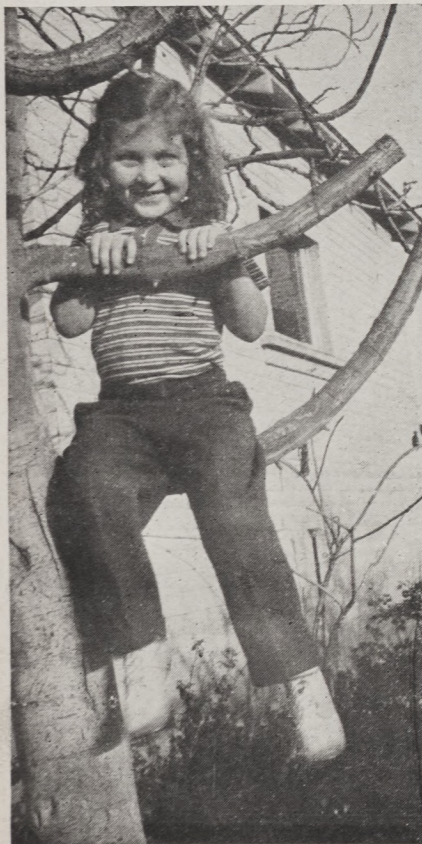
Staff Artist GUY GIFFORD

VOLUME 18

AUGUST - SEPTEMBER, 1937

NUMBER 8

L A R Y
Personalities



Suzanne Stearns, daughter of W. Y. Stearns, Virgil Operator. . . Age 4½. . . Started her career as an Adorable baby when one year old. . . Has since acted as model in the advertising of many firms. . . Shows dancing talent. . . Is student at Meglin Studios. . .

Any Social Security Questions?

IN THE December issue of TWO BELLS the operation of the Social Security Act was discussed. From time to time inquiries to the management have been made regarding certain provisions of the Act. If there are any questions in your mind regarding its details or the benefits you may expect from it, TWO BELLS will be glad to answer them. In publishing the answers to your questions we may be likewise satisfying the unasked questions of others so just drop us a line before October 20 and we shall be pleased to publish your query and its answer in our next issue.

Contents

What May Be Expected from One-Man Operation? . . .	3
Slide Rule and Transit	4
Company Veteran Nears 50-Year Mark	8
Library Offers Opportunity for Specialized Study . . .	10
Soup's On!	11
The Trading Post	12
News of LARY Sick Folks, by R. A. Pierson	13
Over Half of Chest Aid in 1936 to Children	15
Yells and Bells	15
"Forgot It? Call PR. 7211"	16
Baseball, by C. J. Knittle	17
Commendations	20
Measuring Accident Hazards, by Ralph T. Dorsey . . .	22
Schools and Congestion, by J. Collins	23
How To Become a Fisherman, by Guy Gifford	24
Clubs	25
Bronc-Buster	26
Says the Maintenance Man	27
Newshawks' Notes	28

FACED, in the last few years, with rapidly changing conditions, the transportation industry has found it imperative to revise and improve many of its methods of operation. Chief among the circumstances which have forced street railways throughout the country to a realization that their rate of progress needed acceleration and that serious competition was at hand, are automobiles and an increasing disposition of the public toward their use. Coupled with a steady rise in the cost of furnishing electric transportation, this has brought about many new developments in city transportation, among them the introduction of one-man cars.

Vital to the efficient operation of any streetcar company are frequent, convenient headways and modern equipment. Rising costs and the ever-mounting demand for higher standards of service meant that the use of old-style equipment could not be continued without, in many cases, the abandonment of certain lines. One-man cars provide a means of continuing adequate service and at the same time reducing expenses sufficiently so that new equipment may be secured and various types of progressive improvements made.

In all classes and sizes of cities this movement has spread since the early 1920's, and that it has proven of substantial benefit both to riders and the properties concerned is indicated from the records of cities such as Lexington, Kentucky; Buffalo, New York; Kansas City, Missouri; Newark, New Jersey, and Jersey City, New Jersey, which employ one-man operation exclusively. Some of the cities partially employing one-man operation are St. Louis, Louisville, Pittsburgh, Chicago and Oakland, and their reports have also been extremely favorable both as to the quality of service maintained and economies achieved.

From the standpoint of safety indications definitely point to the one-man operated vehicle as being at

WHAT MAY BE EXPECTED FROM ONE- MAN CAR OPERATION?

least as safe as a two-man car, due principally to the fact that there can be no possible confusion in the handling of the car. The decision as to starting and stopping rests on one man, as well as the responsibility of ascertaining that passengers have safely boarded or alighted. In addition to this factor, operation of the car is somewhat easier owing to the fact that under loading standards established by Commissions or other regulatory groups the loads are not as heavy as on two-man vehicles. Likewise contributing to safety are a number of mechanical devices which have been developed coincident with the advent of one-man cars, including automatic treadle doors, interlocking brakes, sensitive door edges, and other details of construction.

One of the fallacies widely exploited by uninformed persons has been the statement that employes would be thrown out of work with the adoption of one-man cars. That this impression is entirely false, not only in the case of this company but others has been proven time and again. With the introduction of one-man cars into service in Los Angeles our platform force has not been cut down, nor is it the intention of this Company that with the continuing use of this type of equipment any man will lose his job. It is likely, over a period of time, that somewhat fewer men may be employed for platform work, but the normal labor turnover will satisfactorily take up whatever slack there may be, eliminating any necessity of releasing employes. In addition, it must be borne

in mind that men will be required for the additional service which is always placed in effect at the time one-man cars are used in place of the old type.

Opposition to one-man operation has been found in nearly every city which has adopted it—either in whole or in part. It is significant, however, that in every case when the public had an opportunity to see for itself that service continued to be as good as formerly, and in many cases better, and that accidents actually had a tendency to decrease, its ill-founded objections were withdrawn. To quote from statements made by members of the Committee from the staff of the New York Transit Commission which looked into the possibilities of further one-man car operation for Brooklyn, we find the following:

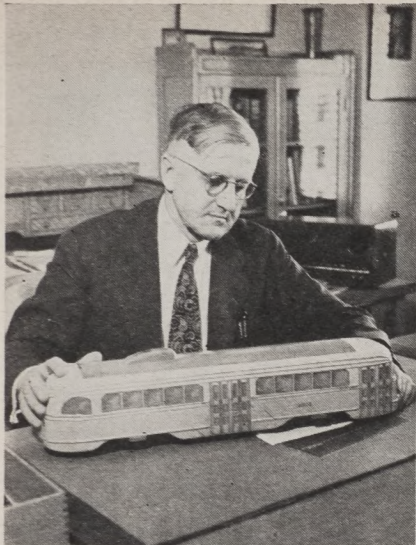
“My observations in several cities and in respect to existing one-man operation in New York and Brooklyn indicates that there are no good and sufficient reasons against the operation of one-man surface cars in Greater New York, provided, however, that the type of car be suited to the particular service and provided adequate safety devices are installed and maintained.”

“In my opinion the street conditions imposed by municipal traffic signal systems contribute more to congestion than one-man operation of surface cars. In view of the comparatively long street traffic signal system cycles such delay as might appear in the one-man operation of cars during the peak period is very insignificant.”

In checking public reaction in scores of cities, as well as the findings of regulatory bodies and electric properties, it becomes apparent the one-man car has a decided and useful place in modern street railway transportation: For the consistent high standard of service it represents; its safety; and its economy—much of the benefits of which revert to the passenger in the shape of more frequent headways.

SLIDE RULE

Engineering Department Presents THE EIGHTH IN A SERIES



Vice-President and Chief Engineer P. B. Harris inspects a model of the new P.C.C. car.

THIRTEEN hundred men operating substations, laying track, repairing cars and coaches, mapping routes, designing equipment and performing many other duties comprise the personnel of our Engineering Department.

So diverse and extensive are the activities of this department that to gain even a bird's-eye view it will be necessary to devote two or more installments to the purpose. In this issue the key men and their duties will be discussed, with a brief picture of the main office force. Next issue we'll go farther afield, making the acquaintance of those occupied with the outside work of the department.

Coming to the Railway via the mechanical and civil engineering schools of the Universities of Illinois and California, Chief Engineer P. B. Harris has played a prominent part in our engineering progress for over thirty-four years. Previous to becoming associated with the Company, Mr. Harris had been employed by the Chicago Burlington and Quincy Railway and also as Resident Engineer for the Southern California Edison Company. In 1919 he became Chief Engineer, being appointed in 1928 to the position of Manager of Engineering, from whence he became General Manager in 1932, being made

Vice-President and General Manager in 1934 and in 1936 occupying the position of Vice-President and Chief Engineer. During the World War, Mr. Harris substituted for street railway activities the 24-hour a day job of building and maintaining the 60 centimeter railroads which brought men and supplies from the end of the standard gauge roads to the front lines. These light roads could be—and frequently had to be—dismantled and set up again in a hurry. A Captain in the 22nd Engineers, which acted as a Combat Unit as well as fulfilling engineering duties, Mr. Harris saw much active service and after the Armistice was placed in charge of all 60 centimeter roads from Toul to Metz.

Thomas Edison lost a useful man when B. H. "Bud" Eaton went into the streetcar game. Engineer (Way and Structures) Eaton's inventiveness is responsible for a number of time and money saving devices which have proven of decided value to the Company. Among his adaptations to our own particular needs are a corrugation grinding machine which is used to keep track uniformly smooth; a portable track and turnout which may be readily transported and set up, and a new style flange bearing crossing which, in addition to being quieter than the standard type is easier on equipment as well as being long-lived.

Like Mr. Harris, a Captain in the



Electrical Engineer L. J. Turley talks things over with Electrical Designer A. L. Juul.

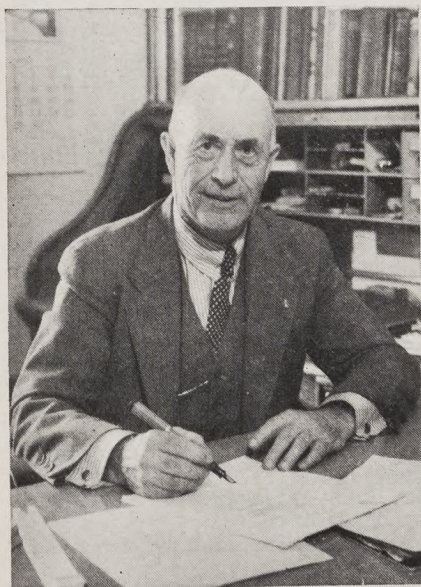
AND TRANSIT

a Many-Sided Picture of Activity

OF COMPANY TOURS

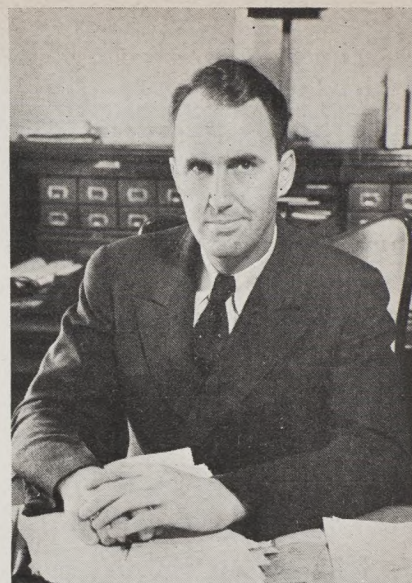
Engineers, Mr. Eaton divided his war-time activities between training officers at Fort Leavenworth and duties overseas. An enthusiastic devotee of boating, Mr. Eaton spends all available off hours aboard his cabin cruiser, which is pictured elsewhere in these pages. Much of the credit for this Company's low cost per unit of track work goes to Engineer Eaton, who has developed several different groups of employes, each specializing in different phases of the work. This concentration of effort results in jobs being completed in quick time and, consequently, economically. Many of the 300 men working under Mr. Eaton's direction have been with his department for from 10 to 20 years, and as a result have exceptional knowledge of the daily work to which they are assigned.

Of paramount importance is consistent and reliable delivery of electric power to our cars. This respon-

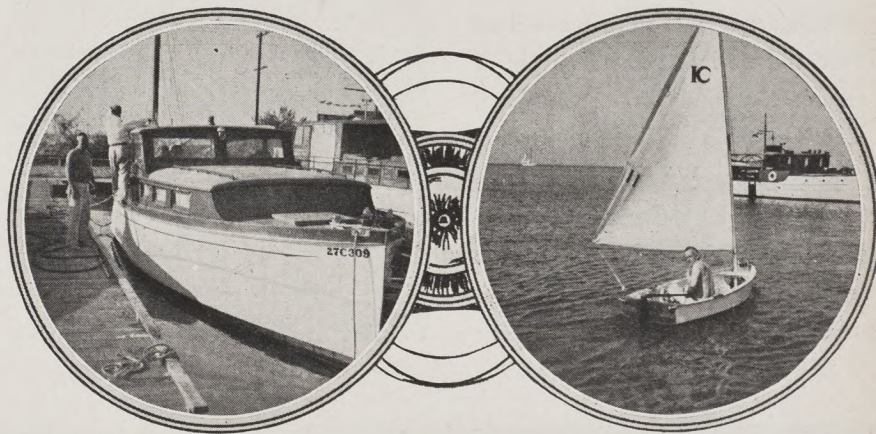


Mechanical Engineer J. R. Brittain

sibility rests in the competent hands of Electrical Engineer L. J. Turley who is in charge of substations and distribution of power. Under his direction likewise are overhead work and installation of substation equipment. With the Company since he entered the service in 1903 as a substation operator, Mr. Turley, having occupied successively the positions of Engineer of Tests and Engineer of Electric Power, was appointed in 1920 to his present position.



*Superintendent of Equipment
H. E. Jordan*



He's on the move so often our photographer couldn't get close to Engineer H. B. Eaton (Way and Structures), but managed to snap these maritime views.

From his headquarters at South Park Shops, Superintendent of Equipment Henry E. Jordan directs the servicing and maintenance of all rolling stock and supervises, in addition to our central shops the main garage at Sixteenth Street. His engaging Southern drawl and quiet earnest manner have persisted in the face of the many maintenance problems which come to the man who must always have our cars and buses in tip-top shape. An unusual and very thorough training has qualified Mr. Jordan as an outstanding electrical engi-

neer as well as practical maintenance man.

Graduating as an electrical engineer from the University of Southern California, Mr. Jordan became associated with Westinghouse in Pittsburgh where he was a member of the engineering department and among other duties specialize in motor designing. At his request he was later appointed to the sales department and sent to the local Westinghouse office in Los Angeles. After supervising the installation of 600-1200 volt equipment on the Pacific Electric

Long Beach cars, he accepted a position with that organization. In 1923 he was loaned to the Los Angeles Railway for the purpose of making an inventory and appraisal of our rolling stock. This completed, his permanent services were sought once again and Mr. Jordan became Assistant Engineer, reporting to Chief Engineer Harris. In 1929 he assisted in an extensive traffic survey and in 1930 was appointed to his present capacity as Superintendent of Equipment.

Married, young appearing in spite of a brilliant record, Mr. Jordan asserts, nevertheless, that he is beginning to feel the weight of years—which statement is hardly borne out by the fact that he is a crack handball player and we know has acquired at least one championship in the sport.

Coming from the East, having graduated from Massachusetts Institute of Technology, John R. Brittain, Mechanical Engineer, has spent over 30 years with the Railway and is in charge of auto truck, railway car



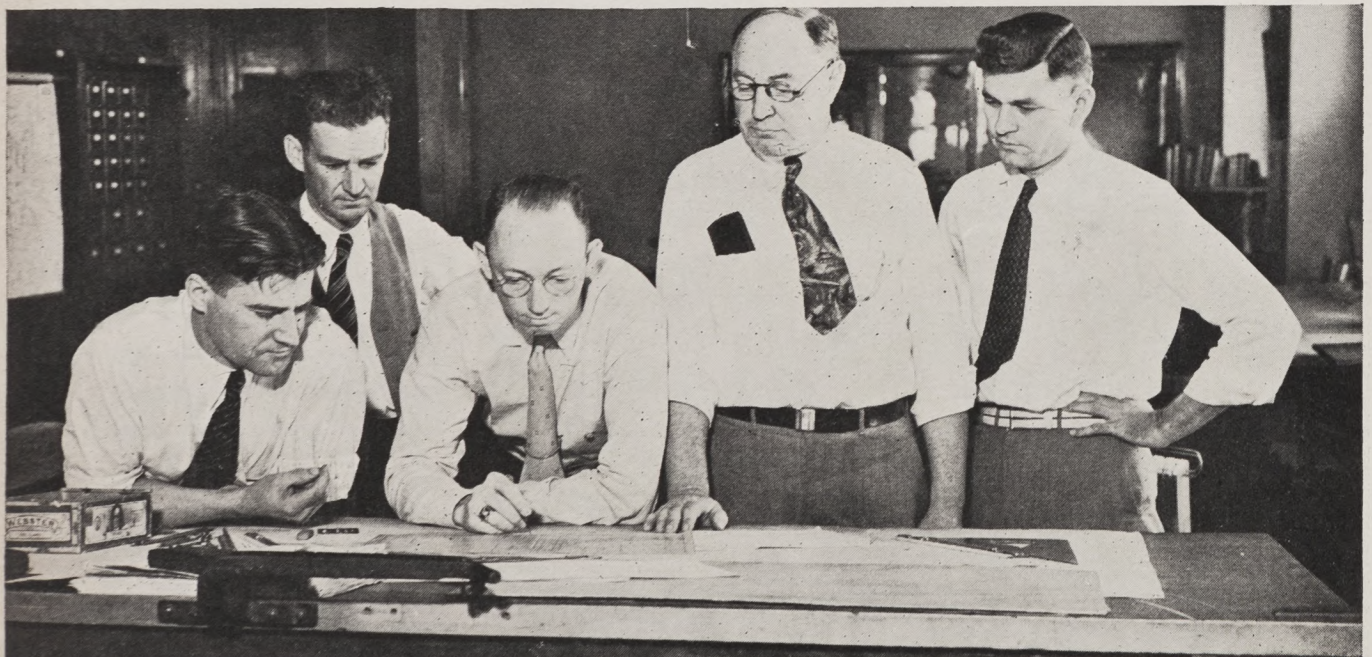
Frank P. Shull and Chief Clerk George M. Link confer in the main office of the Department.

truck and general car design, as well as special machinery and patterns. Mr. Brittain's department takes about 200 photographs a month; has 9,000 drawings; 3,400 patterns and over 10,000 negatives in its files. Well grounded in his profession is Engineer Brittain, who, in addition to his training at Boston Tech, served with

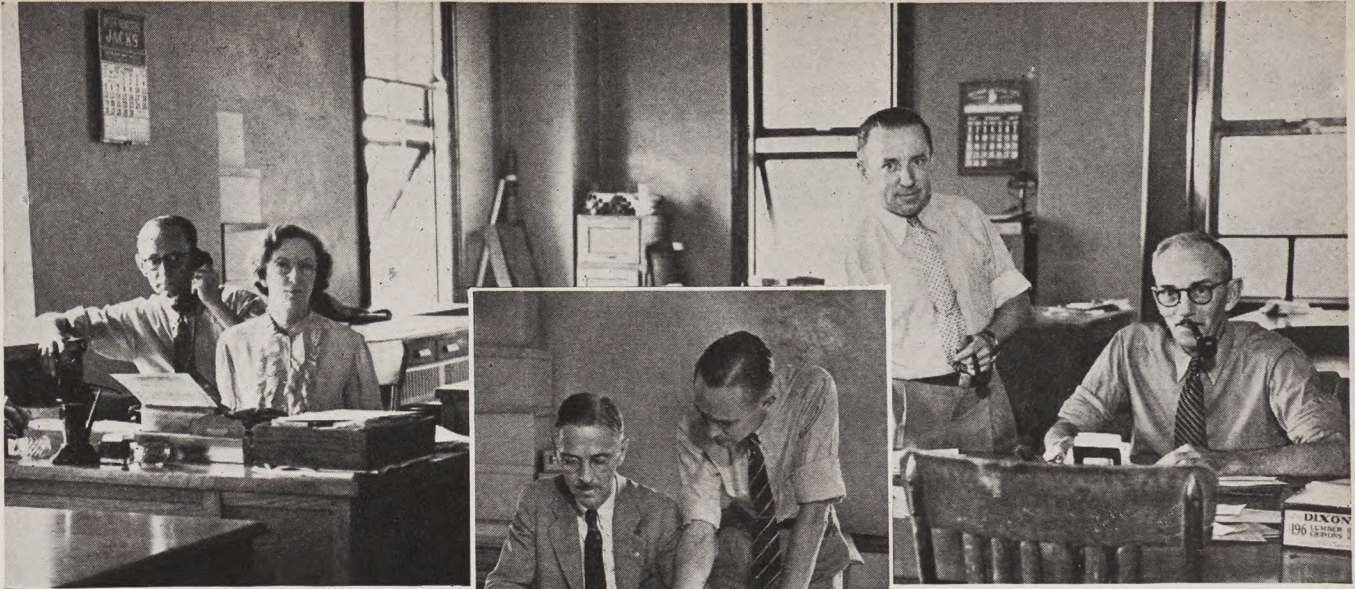
the Thomson-Houston Electric Company (afterwards General Electric), West End Street Railway of Boston and the Brooklyn City Railway. Mr. Brittain saw four years service as a First Class Seaman with Company A, First Battalion, Naval Brigade. His hobbies include early American antiques, old books and prints, and a date ranch (non-profit, he tells us!) near Palm Springs, California.

Acting as Chief Clerk in Mr. Harris' office is George Link, who has been 37 years with the Company and hails originally from Chicago. Shortly after coming with the Railway Mr. Link became Chief Clerk of the Steam Power Plant, then holding the same position in the Electrical Engineering Department and the Engineering Department.

Chief Draftsman Howard D. Taylor and his cohorts George G. Scott, Arthur S. Genn, Edgar Ramsey, S. Bennett, Harold Petrie, and I. H. Seehorn take care of the Company's



Looks like a knotty problem confronts these draftsmen—Left to right: Edgar Ramsey, Arthur Genn, Chief Draftsman Howard D. Taylor, Ira Seehorn and Harold Petrie.



Carrying on some of the Department's clerical work are, above: Jack Wilson, Mrs. Margaret Ambrose. Right: Herbert Peterson, Walter Whiteside.

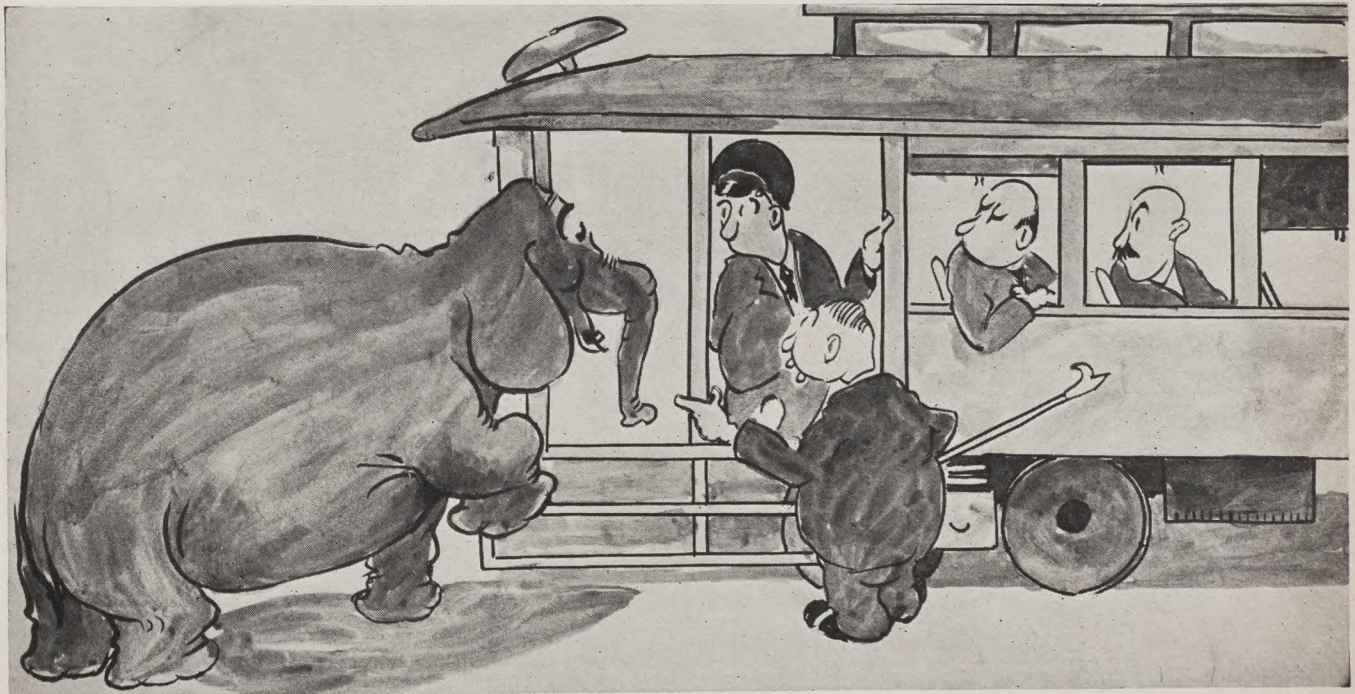
By their pipes, ye shall know them—
Left: F. W. Mellentin. Right:
Wm. Morgan.
Chief Clerk (Way and Structures)
C. C. Netz eluded the cameraman

drafting needs. Under their jurisdiction fall the keeping of map records of route miles; locations at which accidents have occurred; high lines; feeder lines; telephone lines; poles

and pole construction and other data. Here also are specifications drawn for any new buildings or alterations to existing buildings.

Off hours find Chief Draftsman

Taylor on the tennis court, where he has distinguished himself for a number of years—winning several championships, including that of the Los Angeles Railway.



"I know you gotta rule against animals, but this is a book-end!"

Guy Gifford, Div. 1.

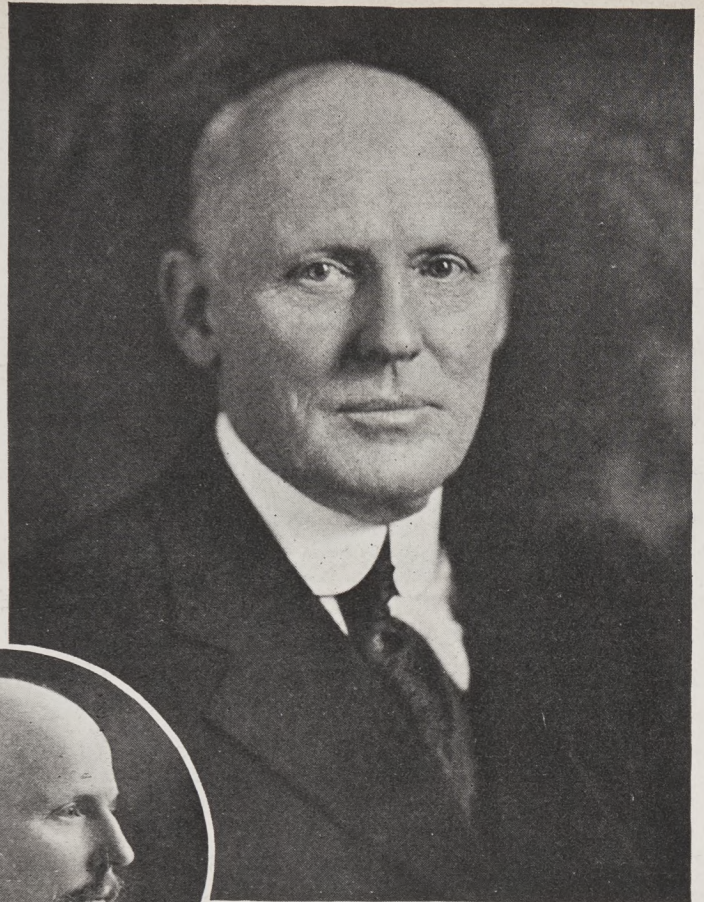
Company Veteran Nears 50-Year Mark

*Edwin Lewis Active
Participant in Local
Streetcar Progress
Since 1888*

IN a quiet office on the third floor of our main building there hangs the last horse-car bell ever used; directly below it is placed an American Airlines calendar displaying one of the sleek, modern aircraft which epitomises the latest in transportation development. Symbolic of these is the man who occupies this office and who has held many positions of responsibility through his nearly half century of service with the Los Angeles Railway—Edwin L. Lewis.

Entering, August 6, on his 49th year with the Railway, Mr. Lewis combines a remarkable knowledge of our Company's early days with a keen interest in our present progress. Surrounded by voluminous files and photos of Los Angeles at various stages of its growth, Mr. Lewis can cast back to 1888 and summon up a host of familiar figures of that day—many of them prominent in the city's life as well as in the activities of this Company—among them Henry E. Huntington, Wm. E. Dunn, Albert Crutcher and William May Garland. Just previous to the turn of the century the last named served for a time as auditor for the Los Angeles Cable Railway, one of this Company's predecessors.

Famous for the surrender of Gen-

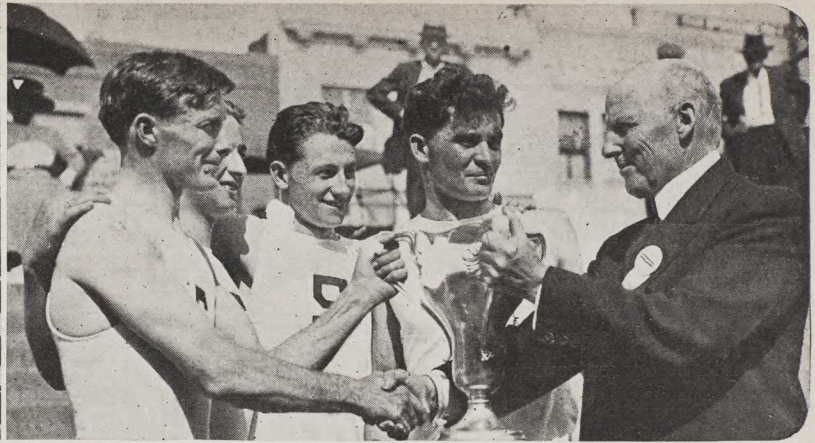
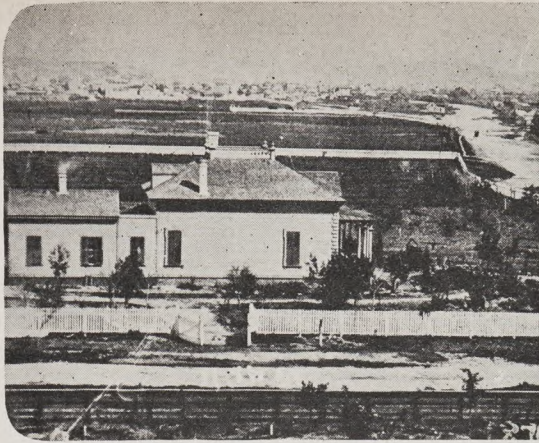


Top: Edwin L. Lewis as he appears today, nearing a half century of railway service. Left: Mr. Lewis in the days of one-horse power streetcars.

eral Lee at the close of the Civil War, Appomattox likewise enjoys the distinction of being only a stone's throw from Mr. Lewis' birthplace of Osceola, Missouri. Arriving at man's estate and hankering after the opportunity beckoning in California, Mr. Lewis arrived in Los Angeles on August 6, 1888. Never one to waste time, Mr. Lewis proceeded to make himself a part of the Los Angeles Cable Railway on that same day in the capacity of clerk in the general offices. 1890 found him as Chief Clerk to the President; twelve years later Assistant Superintendent, Superintendent in 1913 and in 1920 Assistant to General Manager. In 1921, Mr. Lewis became Vice-President and Manager

of the Los Angeles Railway Land Company and Manager of the Los Angeles Railway Building, which latter position he continues to occupy.

Apart from his regular duties Mr. Lewis has completed the first volume of a comprehensive history of local street railway transportation, which also presents extremely interesting sidelights on the early life and times of Los Angeles. The subject of commendation from no less an authority than the Huntington Library, Mr. Lewis' book is providing an invaluable source of material for those seeking information on the days when men were men and motormen started their cars by saying "Giddap!"



With Mr. Lewis for 19 years has been Mrs. Katherine Copeland, who has proven an exceptionally capable assistant to him during his years with the Railway.

After 49 years of eventful and noteworthy transportation service, Mr. Lewis is looking forward to his 50th year with as keen anticipation as he did toward the first.

Left, above: 1869—the home of Elijah Workman which was situated on the spot directly behind our building on Eleventh and Main.

Above: Superintendent Lewis presenting cup to winning relay race team at Redondo Beach on day of L. A. Railway Assn. Picnic, August 25, 1913.

Oldtimer Writes

Mr. J. Stuart Neary
Los Angeles Railway
Los Angeles, California.

Dear Sir:

Have just finished reading July number of TWO BELLS which was mailed to me as a marked copy, pointing to a reprint of my card to you concerning splendid operation noted of Motorman S. H. Brown, Division One, 2077. I do not know who is responsible for this thoughtfulness except you and I thank you very much for it—was like meeting an old friend. Received TWO BELLS regularly for many years up until about a year ago when it was discontinued. I did not say anything about it, but was grateful for having read and enjoyed it for so long a time, having received it by grace in the first place.

Was glad to see the pictures of a number of the old timers, namely J. Collins, who had a day run on Griffith Avenue as Motorman. My Motorman, now a Pensioner, Jacob Albert, relieved him. W. H. Snyder was a Motorman, T. Y. Dickey a Conductor,



Taken in 1883 at Agricultural Park terminal of the Main Street Line: John McCann, Jeff Butler (wearing apron and hammer in hand), Wm. Schack (standing on car step), Wm. E. Hawks, Superintendent of Main Street Line (man with dark suit, sitting in car), Chas. Cowdon, Bill Cowdon, Chas Nelson (driver).

George Ferguson a Conductor, J. A. Bodley—I had him the first three days when he broke in as a Conductor on the Pico Line (they gave me the raw recruits to break in the first three days.)

Had a look at what you call the "P.C.C. Cars" on Broadway a few

weeks ago. Quite a change in transportation since I started to work on the old one horse car—the Main Street and Agricultural Park R. R. in May 1888. Again I thank whoever sent this interesting copy to me.

Respectfully submitted,
WILLIAM SCHACK,

Library Offers Opportunity For Specialized Study

ALTHOUGH hardly two months in existence, our new Library is daily attracting more employes seeking information on Company matters, current events, or technical data on the latest developments in street railway operation, according to Librarian Emma Quigley.

Everyone is urged to make full use of the Library facilities, both as to taking out books or requesting the aid of its staff in procuring what information may be desired.

Some of the material now available is given in the following list, and each month TWO BELLS will publish the titles of new books and magazines acquired by the Library.

★ ★ ★

GENERAL REFERENCE BOOKS

Dictionaries and Encyclopedias:

Encyclopedia Britannica (14th edition) 1937. Webster's International Dictionary (2nd edition unabridged) 1937. Roget's Thesaurus of the English Language (revised) 1937. McGraw Transit Directory. Rand & McNally's World Atlas. (International edition) 1936. Who's Who in Commerce and Industry, 1936. Statesman's Year-Book, 1937. Congressional Directory, 75th Congress, 1937. World Almanac, 1937.

Indexes:

Engineering Index. Industrial Arts Index. (These provide a cumulative index to articles published in over two thousand magazines and trade journals relating to industry, engineering, transportation, trade, business and finance.)

Service:

Commerce Clearing House: Unemployment Insurance; Labor Law. Prentice Hall: Federal Tax Service; Employee Social Security Record; Corporation Service for California

Labor Law. Poor's Public Utilities Manual.

TECHNICAL BOOKS

Engineering Manual, Trautwine, 20th edition, 1929. Civil Engineer's Handbook, Merriman. Engineering Manual, American Transit Association. Proceedings of the American Transit Association, 1936. General Electric and Westinghouse Instruction Books: P.C.C. Type Street Car. Constructive Lettering, Streeter.

GENERAL

Aptitude and Aptitude Testing, Bingham, 1937. Industrial Psychology, Viteles, 1936. (One chapter devoted to the training of platform men.) Mathematics for the Millions, Hogben, 1937. The Business Letter: Principles and Problems, 1936. The Secretary's Handbook, Taintor, 1937. Manners in Business, MacGibbon, 1936. Profits from Courtesy, Hopkins, 1937. (Suggestions on employe relations with the public.) Automobile Facts and Figures, 1937 edition. Stories of American Industry, U. S. Department of Commerce. Plans for Stimulating Suggestions from Employes, National Industrial Conference Board, 1936. Things to Make in Your Home Workshop, Wakeling. Things to Make and How to Use Them, Klenke. Book 1: The Home Workshop. Book 2: Things to Make for the Camp and Game Room. Book 3: Things to Make for the Lawn and Garden. Book 4: Things to Make for the Home. Modern Business, Alexander Hamilton Institute, 24 vols. (A gift to the Library from Mr. H. A. Perryman, Director of Research.)

Recently Released:

Charter of the City of Los Angeles, annotated, 1937. California Vehicle Code, 1937.

OUTSTANDING MAGAZINE ARTICLES

"The Question of Power Consumption for Trolley Coaches," in August Mass Transportation. "The American Picture—Diesel Fuel Research," in September Journal of the S.A.E. *Pertaining to World Affairs:*

"Background of Peace," by Cordell Hull, Secretary of State, in Sept. Fortune. "Japan Counts the Cost," by Nathaniel Peffer in September Harper's. "What China Has to Do," by Soong Ching Ling (Mme. Sun Yat Sen) in September Asia. "National Security and the Farm," by Henry A. Wallace in September Atlantic Monthly. "The Crisis and the Political Parties," by Herbert Hoover in Atlantic Monthly for September. "Mr. Roosevelt and the Future," by Stanley High in September Harper's. "For and Against Governor Murphy's Labor Policy," Survey Graphic for September.

Of Individual Interest:

Accounting Problems and News: The Journal of Accountancy. Financial: Commercial and Financial Chronicle; The Analyst. Personnel and Employe Relations: Personnel Journal; Monthly Labor Review. Safety: National Safety News.

Newspapers:

New York Times, Sunday edition. Los Angeles Times, Daily and Sunday editions. Los Angeles Examiner, Daily and Sunday editions. Illustrated Daily News, Daily editions. *Interesting Books Loaned to the Library for Exhibition:*

"A Practical Treatise on Street or Horse-Power Railways: Their Location, Construction and Management; with General Plans and Rules for their Organization and Operation." By Alexander Easton, C.E. This book was published in Philadelphia in 1859. Mr. Easton states in the introduction that: "The following, I hope, will be the means of inciting investigation to a system which, although now in its infancy, is rapidly providing a secure and profitable investment for a large amount of capital."

SOUP'S ON!

*Being An Account Of The Culinary Fame Won By
Our Car Barn Cafe*

How's This?

35c SPECIAL DINNER 35c

(Served from 10 a.m. until Out)

THIS DINNER INCLUDES

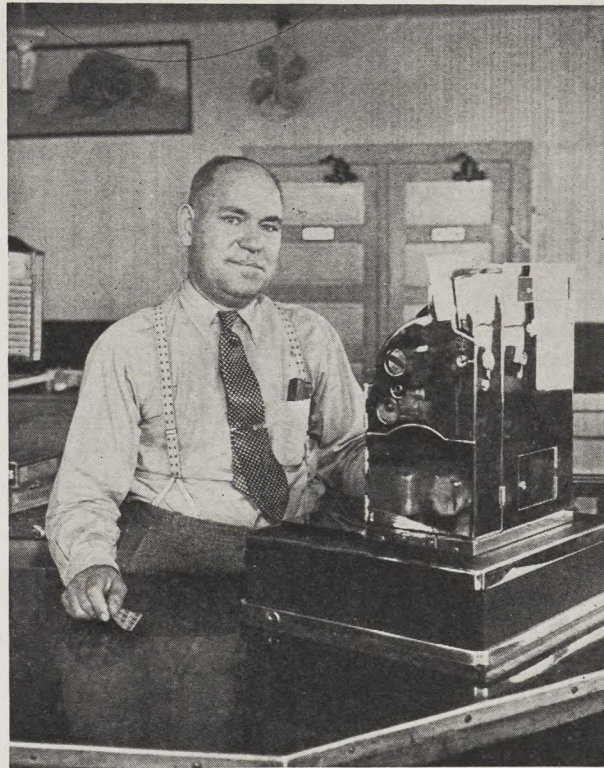
*Soup, Choice of Salad or Cocktail
Fried Sliced Calf's Liver,
Pan Gravy
Hamburger Steak with
Chili and Beans
Combination Vegetable Plate—
Lamb, Pork or Beef
Ground Round Steak with Pan Gravy
Grilled Pork Sausage Steak
with Country Gravy
Americian Cheese Omelette
Ham and Green Pepper Omelette
Minced Ham and One
Scrambled Egg
Grilled Columbia River Salmon Steak*

DESSERTS

*Deep Dish Apple Cobbler,
Whipped Cream
Pineapple Sundae, Vanilla Ice Cream
Chocolate Nut Sundae
Fresh Pumpkin Pie,
Homemade Apple Pie
Pecan Crunch Ice Cream
Fruit Jell-O with Whipped Cream
Chilled Watermelon or
Cantaloupe a la Mode*

CHOICE OF DRINKS

*Coffee, Tea, Milk, Buttermilk
or Iced Tea*



Left: Harry (Delmonico) Tuttle presides at the cash register.

Below: Three of the boys tucking away some of Harry's justly famed "vittles."



ORD High Priest of his bailiwick of gleaming coffee urns, spotless counters and the latest mechanical aids to restaurant perfection, Harry T. Tuttle, Manager of the Car Barn Cafe, daily caters to the wants of 750 hungry trainmen.

We can remember the "Beanery" or "Hash House" doing business

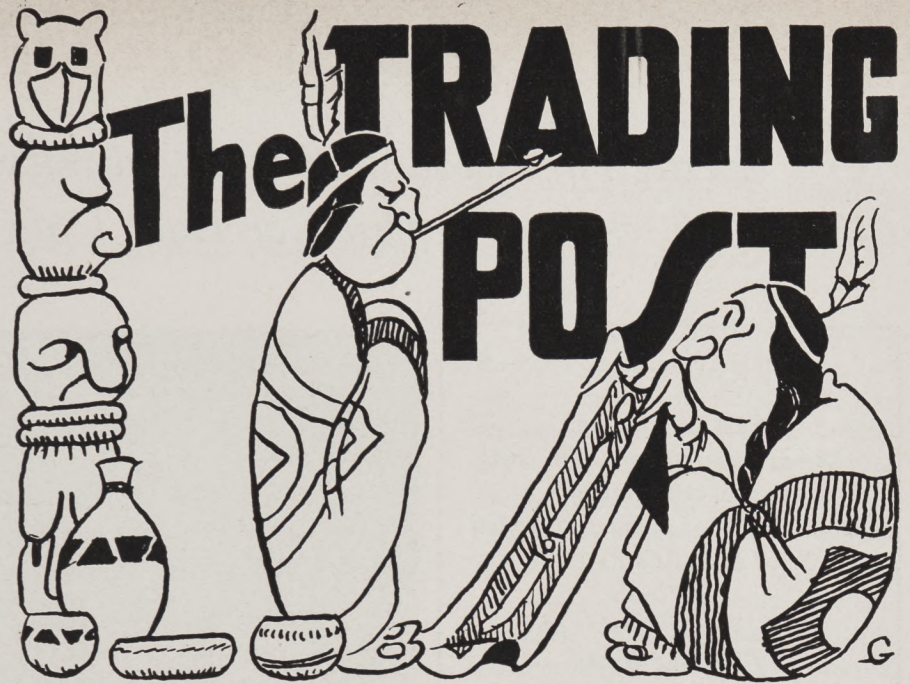
under the name of "The Blue Goose," located across the street from the site now occupied by this well-known cafe. It's a far cry from tin plates, cracked cups and plates, peeled graniteware and weak soup, to the present cast aluminumware, electric food choppers, meat slicers, mixers in the kitchen, and food served on the latest grill plates over the polished counters and in the comfortable booths.

Patronage is not confined alone to platform men, as the fame of Harry's good food brings in customers from every part of the city and county.

On February 7, 1910, a chubby young fellow from Syracuse, New York, put his name on the dotted line and soon became a Conductor out of Division One. About a year later he donned a head phone in the Dispatchers' Office, and shortly after 1919 went into the Schedule Office. During his spare time as a Dispatcher he combined business with pleasure, and in a Dairy Lunch Room gained his first knowledge as a caterer, and when the "victuals" around Division Three in 1925 needed alteration he got the call to give our boys better food.

A non-profit concern, the cafe's net earnings have been put back into improvements. The big refrigerators, ranges, mechanical gadgets that make eats better; electric coffee urns, battleship linoleum floor covering, sanitary counter tops, and countless other methods necessary to proper food preparing makes Harry's achievement in the culinary line a thing to talk about.

After inspecting the kitchen equipment at the Car Barn Cafe you will readily see why it is that the Health Inspectors give it a 100 percent grade for cleanliness. Recently renovated and its kitchen enlarged, the cafe with new uniforms for its waitresses and a fresh green and cream paint job, has become as attractive to the eye as its viands are to the inner man.



Have you anything to swap, buy or sell? The Trading Post is at the service of all employes—first come first served. As space is limited, please keep your ads under thirty words.

FOR HIRE: Truck for moving and general hauling. Reasonable. Lloyd Clark, Division 4, RI-2828.

FOR SALE—1929 Ford Sedan. 4 door. Cheap. J. B. Atchison (Coach Operator). 1336 West 41st Street.

FOR SALE—House, 4 rooms refinished inside and out. Concrete blocks. Graham district. Price \$2,000.00. \$500.00 down. H.O.L.C. Small payments. Wm. Craig, 16th Street Garage.

FOR SALE—Nice milk fed goats. Bob Allen, South Park Shops.

FOR SALE—1 junior size bed. P. C. Whiteside, South Park Shops.

FOR SALE—Three room double apartment—5311 and 5313 Van Ness Avenue. W. M. Marion, Engineering Dept. 2.

FOR SALE—1928 Chevrolet Coupe. Brakes, motor and tires in good condition. \$50.00. H. L. Ogden, Mechanic, Division 1 (days).

FOR SALE—Gardner 8 Sedan. Model 1930. Good condition. Will accept reasonable offer. C. J. Knittle, Division 4.

FOR SALE OR TRADE—2½ acre ranch with 3 room house; irrigation system; 50 five year old Avocado trees. Ranch located at Vista, Calif. Will trade for house and lot in Los Angeles. For information call J. L. Sherrill, 1124 E. 77th Street, Jefferson 1984 (or Station 211, Division 1—Mechanical).

FOR SALE—\$55.00 Gruen Precision wrist watch latest style. Four months old, \$30.00. Also black Peke. pups. Four months old—pedigreed. \$15.00, or what have you? F. A. Palfreyman, Operator 16th Street Coach.

FOR SALE OR TRADE—Tenor Banjo in A-1 condition, with case. Will trade for a typewriter. H. L. Myer, Division 5. Phone: TWinoaks 1304.

News Of LARY Sick Folks

During the months of July and August there were 62 employes confined to the California Hospital, which represents 623 hospital days. The cost of the Hospital service was \$3,526.39.

S. B. Prancevic, Motorman, Division One, was a very sick man for several months, but is now able to be out and around.

H. A. Heuer, Electrical Repairer, Mechanical Department, who has been sick since last March, has improved some, but it is rather slow.

S. A. Ackerman, Foreman, Car Cleaners, Division Three, Mechanical Department, who was confined to the Hospital for several weeks, is now back home and improving nicely.

T. M. Schrader, Motorman, Division Five, who was injured in an automobile accident last May, is improving, and although it may seem slow to him, according to the doctors he has improved more rapidly than they expected.

W. P. Hazen, Stationary Engineer, Mechanical Department, who sustained a fractured leg in an automobile accident June 1, is able to get around without the aid of crutches or a cane.

T. A. Brewer, Motorman, Division One, is on the sick list on account of rheumatism.

W. Sambus, Conductor, Division Four, who has been on the sick list since July 10, is improving nicely.

M. S. Jacobson, Motorman, Division One, who has been sick for a short time, is improving.

G. Y. Barlow, Motorman, Division One, who has been on the sick list since June 10 on account of rheumatism, remains about the same.

62 Employes Receive Hospital Service

By R. A. PIERSON

Superintendent of Personnel

J. F. Turnbull, Watchman, Mechanical Department, who has been sick for several weeks, is improving slowly.

G. L. King, Car Repairer, Mechanical Department, who was operated on in July for appendicitis, is improving. He hopes to return to work soon.

W. G. Clardy, Sub-station Operator, Power Department, who fractured his heel May 9, is improving slowly.

W. A. Weberg, Mechanic, Garage, who was operated for appendicitis recently, is able to be out again. He will return to work after the usual length of time.

D. A. McCollum, Conductor, Division Five, who was operated recently, is now able to be up and around.

W. H. Engle, Conductor, Division Five, who has been sick since May 28, shows some slight improvement.

E. S. Wright, Conductor, Division One, who has been sick since June 25, is improving.

L. Nordquist, Car Cleaner, Division Four, Mechanical Department, who has been in the California Hospital with a fractured leg since last May, is getting along fine and will be out on crutches soon.

During the month of July there were 147 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

C. Butler, Motorman, Division Four, who was operated on for appendicitis recently, is getting along fine.

R. H. Jackson, Operator, Motor Coach Division, who was operated on recently at the California Hospital, was rather uncomfortable for a few days but is getting along as well as can be expected at the present time. We just received a letter from Mr. Jackson expressing his appreciation for the Hospital and Medical Service rendered to him during his illness, for which we thank him.

W. A. Maitland, Mechanic, South Park Shops, was operated on recently, and our last report indicated that he is improving and will be out soon.

E. Cox, Conductor, Division Three, who has been sick since July 26, has been placed in a cast and is improving. According to our latest report, he is still wearing the cast, but is improving as well as can be expected.

V. H. Boone, Motorman, Division Five, who has been on the sick list since July 1, is out and around. He seems to be gradually improving and will possibly return to work soon.

J. A. Logan, Operator, Motor Coach Division, had the misfortune to break an arm while playing baseball. He was confined to the California Hospital for a few days.

Anita B. Crowell, Car Cleaner, Division Four, has been sick since July 19. She is improving slowly, and is now home from the hospital.

H. H. Hunt, Motorman, Division Five, who was injured on August 25, is getting along very nicely at the present time.

W. P. Traube, Conductor, Division Three, was confined to the California Hospital for a few days due to an operation. He is getting along very

well, and at the present time is at home.

H. L. Raines, Conductor, Division Five, is confined to his home due to a heart condition. Although he is doing as well as possible under the circumstances, he will be compelled to remain at home for a few weeks.

R. C. Young, Conductor, Division Five, who has been sick since July 26, and was confined to the hospital for some time, has returned home. He states that he is feeling much better, and if he continues to improve as he has been, he will return to work soon.

We have a report that L. E. Tedrow, Conductor, Division Five, and T. W. Strong, Motorman, Division Five, were injured in an automobile accident recently. For some unknown reason they were referred to the County Hospital instead of the California. However, they have been transferred to the California. As yet we have not received a report on how they were injured, or the extent of their injuries.

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

OBITUARY

Stith McDonald, Motorman, Division 5, died July 29, 1937. He was born in Bellemina, Alabama, March 6, 1889, and entered the service of this Company June 20, 1921, and resigned on January 25, 1928. He was re-employed as Motorman, April 3, 1929.

Mr. McDonald is survived by his widow and three children.

Domenick S. Pagliassotti, Motorman, Division 5, died July 27, 1937. He was born in Bosconero, Italy, July 7, 1878, and entered the service

of this Company as Motorman August 6, 1918.

Mr. Pagliassotti is survived by his widow and one son.

Earl Peteway, Janitor, Automotive Equipment, died August 15, 1937. He was born in New Orleans, La., August 1, 1886, and entered the service as Janitor, April 11, 1927. He is survived by his widow.

The wife of Andrew Jackson Sybert, Motorman, Division 5, died August 16, 1937.

Robert Hood Stapp, on the Pension Roll, died August 18, 1937. He was born in Howard County, Missouri, August 22, 1858, and was employed as carpenter in the Mechanical Department August 14, 1906. He was placed on the Pension Roll, March 1, 1930.

Mr. Stapp is survived by a daughter and two sons.

William Sherman Van Nest, Motorman at Division 5, died September 6, 1937. He was born in San Jose, Illinois, April 24, 1869, and was employed as a Motorman September 9, 1903. He is survived by three sons.

The wife of Herman L. Ihrig, Motorman, Division 5, died August 9, 1937.

The wife of William Edward Darby, File Clerk in the Claim Department, died September 6, 1937.

APPRECIATION

Cards gratefully acknowledging flowers and sympathy extended them in their recent sorrows have been received from the family of the late Earl Peteway; Catherine McDonald and children; Madalena L. Pagliassotti; W. E. Darby and family; Mr. and Mrs. A. S. Van Nest; the family of R. H. Stapp; A. J. Sybert and family; H. L. Ihrig and family.

* * *

To the boys of Vernon Yards and the Shops, and especially Mr. W. H. McEwan:

I would like to take this opportunity to extend to you my appreciation of the help received from you during my son Tommy Cass's recent illness. Sincerely yours,

Maurice J. Cass

RETIREMENTS

Louis Enoch Wall, Motorman, Division 4, Transportation Department, was placed on the Pension Roll effective July 1, 1937. He was born August 26, 1872, and was employed as a Motorman at Division 4 May 19, 1905. His present address is 2341 Prince Street, Los Angeles.

Elmer Isaac Rench, Oiler, Way and Structures Department, was placed on the Pension Roll effective August 1, 1937. He was born September 22, 1876, and was employed as Oiler, Way and Structures Department, October 1, 1904. His present address is 6075 York Boulevard, Los Angeles.

Enoch Nathaniel Mackie, Foreman of Yard Cleaning, Way and Structures Department, was placed on the Pension Roll effective August 1, 1937. He was born June 25, 1862, and was employed as a Foreman in the Way and Structures Department April 3, 1903; transferred to Oiler, Way and Structures, August 1, 1918; transferred to Guard Rail Foreman July 1, 1920; transferred to Oiler, Way and Structures, December 23, 1920; and transferred to Foreman of Yard Cleaning, Way and Structures, December 22, 1927.

His present address is 212 West 41st Street, Los Angeles.

Patrick Connolly, Foreman, Way and Structures Department, was placed on the Pension Roll effective August 1, 1937. He was born February 28, 1867, and was employed as Laborer with the Los Angeles and Redondo Railway October 31, 1891; later appointed Foreman and Assistant Roadmaster.

At the time the Los Angeles Railway Corporation was organized in November, 1910, he was transferred to our Way and Structures Department as Foreman. His present address is 1339 South Rimpau Boulevard, Los Angeles.



CONGRATULATIONS TO THESE NEWEST ARRIVALS IN LARY RANKS:

Duane Melvin, born to Conductor (Division 1) and Mrs. M. H. Remington on August 8.

Charles Elton, Jr., born to Car Repairer (Division 1) and Mrs. C. E. Baker on August 27.

William Edgar, born to Conductor (Division 5) and Mrs. S. R. Wallace on August 15.

Sharon Lou, born to Motorman (Division 5) and Mrs. C. W. Coulter on August 18.

Molly Kathleen, born to Motorman (Division 5) and Mrs. G. M. Maxwell on July 18.

Myrna, born to Mr. and Mrs. H. J. Farnell (South Park Shops) on July 10.

Judith Rae, born to Operator (16th Street) and Mrs. K. R. Handley on August 7.

Ronald Eugene, born to Operator (16th Street) and Mrs. R. Rowlands on July 22.

Melvin Leslie, born to Mechanic (16th Street) and Mrs. H. L. Harrier on August 14.

ANOTHER PROUD GRANDPA

He looks young and he acts young, but he's a grandpa just the same!

Stanley Bates Chase, Jr., by arriving in our midst at 2:30 p. m. on August 30, placed F. C. Patton, Manager of Motor Transportation, in the category of bewhiskered old gentle-

men who lean on canes and occupy chimney corners.

Stanley was born to Mr. Patton's daughter, Dorothy Chase.

Just in case Mr. Patton may not be quite ready for the chimney corner yet, we suggest that the boys at Virgil don't count too much on his age being advanced to the point where he misses anything that's going on.

Over Half of Chest Aid in 1936 to Children

It is interesting to note that of the 413,300 persons served by Los Angeles Community Chest agencies last year, 223,500 were children, as shown by the local Chest records. These include the babies of unmarried mothers; Chest agency hospitals, clinics, and related institutions, serving 69,100 youngsters; child care agencies providing protective and foster care, and day nurseries. Lunches for school children aided 27,100 kiddies; and character-training and delinquency prevention agencies rendered service to 75,000 children. Family welfare agencies served 52,300 youngsters.

Today these agencies are putting forth herculean efforts in attempting to meet the mounting needs of families, children, and indigents. Added to this are delinquency and crime prevention activities that will confront the agencies during the coming year. Therefore community neighborliness and generosity must be asked.

Headed by W. J. Braunschweiger, Campaign Chairman, another great army of 18,000 volunteers is being mobilized for the fourteenth annual appeal of the Los Angeles Community Chest. "Be a Good Neighbor" is the very significant slogan adopted for this year.

According to a recent statement issued by the Chest, "Community Chest agencies depend entirely upon the financial support of the community. The Chest agencies services comple-



OUR SINCEREST WISHES FOR PROSPERITY AND SUCCESS GO TO:

Conductor W. C. Dulin (Division 1), married on August 20 to Miss Lois Athenous.

Motorman L. F. Mitchell (Division 1), married on August 28 to Miss Letha Mae Henderson.

Operator Charles Klug (Wilshire), married on September 15 to Miss Margaret Whitney.

Operator F. E. Epp (Wilshire), married on August 25 to Miss Doris Duker.

Motorman H. Smith (Division 4), married on September 5 to Miss Ruth A. Wadleigh.

Motorman J. Stephany (Division 1), married April 26, to Miss Kay Udink.

Conductor Max B. Buechert (Division 4), married August 29, to Miss Bertha Tinker.

Leonard Kelsey (Division 4), married August 9, to Miss Margaret Hazel Garden.

Clarence Lock (South Park-Dept. 10), married July 27, to Miss Faye Louise Carter.

Operator C. H. Slater (16th Street), married July 4 to Miss Pearl Dunbar.

ment, but do not duplicate government aid.

"Approximately 50 percent of workers will receive benefits from the Social Security Act, the provisions of which do not afford protection to all children in institutions or foster homes, nor provide nursing care, hospital attention, or character-training and delinquency prevention service to youth. . ."

"Forgot It? Call PR. 7211"

On hand on January 1, 1937, and received from that time to July 1, 1937, in our Lost and Found Department were 14,367 articles and \$2,322.52 in cash. Although every effort has been made to return this property to its owners, the unclaimed percentage is still much too high. For example, from this total, 4,189 articles have been returned to owners with 8,186 going to trainmen who turned them in, and 131 being received by passengers who brought in the articles. Cash returned to owners amounted to \$2,014.86, cash returned to trainmen, \$200.01, and cash returned to passengers \$40.29.

Inconvenience and loss can be avoided by passengers by phoning our Bureau of Information and Service, (1050 South Broadway, P.R. 7211) of which the Lost Articles Division is a part.

It is our responsibility to see that passengers are informed of this lost article service which is operated solely for their convenience and which requires three full-time employes.

Here's a brief summary of how the Department operates: A Trainman or Bus Operator turns in all lost articles to the clerk at the division; he is furnished with a tag for each article which he fills out and of which he

retains one part as a receipt. All articles are collected at the divisions each evening and the following morning are sent direct to the Lost and Found Department where they are checked in and the division given a receipt. The articles are then broken down as to description and kind and an index card made for each. This index file is kept at the Bureau of Information and Service, and provides a ready check on all lost articles. When the owner claims a lost article he signs a receipt for it and this receipt in turn is sent to the trainman who found the article to show him who it was returned to. If the article was originally found by a passenger and given to a trainman, the receipt card is sent to that passenger to show that the article was returned to the rightful owner.

If an article is not called for in thirty days, it is then returned to the division from which it came—and in turn is given to the trainman finding it. Where the finder is a passenger the article is likewise returned after the thirty-day period.

L.O. LARSON

P.V. Man holds an armload of purses waiting for owners.



Vernon Yard Nine Again Cops Baseball Laurels

HATS off once more to Vernon Yard, the Champions of the 1937 Lary League season.

Technically, the season will not close till October 10 but the Vernon lads clinched the trophy on August 22 when they vanquished Division One with an overwhelming score of 29-2. It was Vernon's fourteenth consecutive win with no games lost.

It was suggested that an all-star team be selected from the coach and rail divisions to play a five game series with Vernon.

Manager Johnnie Harris of Vernon agreed it was a great idea but two of the rail divisions said "no."

So the storm subsided and the players went back to their bases with but two objectives to play for—second place in the standings and a high place in the batting averages.

By C. J. KNITTLE
Division 4

Two upsets occurred in the games that followed. On September 5 the Coach lads, who had lost every game this season, got all het up and gave Division Five a first class trouncing. The score was 16-7.

The second upset took place on September 19 when the Division Four team achieved the height of their ambition in outscoring the undefeated Vernon Yard team to the tune of 8-7.

The long, strenuous season will run for two weeks more. Just four more games for Lary folks and their friends. The League cordially invites

you to come down and enjoy them.

The recent scores follow:

JULY 25 (ONE GAME)

	R	H	E
Division 5	000	430	00x— 7 9 3
Coach	000	500	00x— 5 8 7

Batteries: Smith, Beale and Bartlett; Kaiser, Burns and Martin.

A good game up to the ninth when the umpire had to stop play on account of darkness.

AUGUST 1 at 10:30 A. M.

	R	H	E
Vernon	000	000	010 1— 2 7 0
Division 3.....	001	000	000 0— 1 9 1

Batteries: Joe Saiza and Quihuis; Woodward and Barnett.

Best game of the year. A real pitchers' battle from the start. Division Three scored first but could not hold the one run lead. Both pitchers were in fine form, Woodward striking out eleven men.



DIVISION FIVE BASEBALL TEAM—(Left to right): George Stone (Mascot), "Rusty" Cranston, "Hap" Daerr (Mgr.), "Wink" Landreth, Bob Huntoon, V. W. Smith, R. E. Bunch, R. M. DeWitt, R. F. Bartlett, Bill Smith, "Tex" Brown, Ray Pace, Jack Carlin (Coach).



Left: Carpio of Vernon, one of the heavy hitters of the League, whams another hit into deep centerfield. . . Stevens of Division 3 catching.



Below: Pat Stevers, Division 3 runner, makes a lightning dash to first but the ball beats him to it. The baseman is Mendez of Vernon.



At 1:00 P. M.

	R	H	E
Division 1.....	081	401	310 12—21 22 17
Coach	131	321	070 10—19 18 8

Batteries: Hedrick, O'Neill and Smith; Logan, Burns, Long and Martin.

The Coach almost took their first game but were nosed out in the last few minutes of this free hitting contest which took eleven innings to decide. Pitcher Logan broke his arm in the second inning attempting to throw a side arm curve.

AUGUST 8 at 10:30 A. M.

	R	H	E
Division 4.....	051	613	000—16 16 8
Division 3.....	004	002	074—17 13 9

Batteries: Vance, Andrews, Lipscomb and Stevers, Sprague; Woodward, Shannon and Barnett.

Division Four had the game on ice but let up in the last half and was nosed out in the ninth. Pitcher Vance gave the boys a good lead and then went home but Andrews and Lipscomb could not hold it. The hitting by Meek of Division Three has been a feature in their last three games.

At 1:00 P. M.

	R	H	E
Division 5.....	200	000	000—2 5 4
Vernon	150	150	00x—12 13 4

Batteries: Misko, Beale, Smith and Cranston, Bartlett; Joe Saiza and Quihuis.

Division Five started out as though they were really going to take Vernon but it was only a false alarm. Little Joe Saiza was also out to win and struck out eleven men. Pitcher Smith did some fine relief hurling for Five, shutting out Vernon the last three innings.

AUGUST 15 at 10:30 A. M.

	R	H	E
Division 4.....	045	500	0—14 9 8
Coach	100	023	3—9 7 9

Batteries: Vance, Waggoner and Sprague; Long, Anderson and Martin.

As usual, Vance pitched good ball but retired in the fifth. No sensational plays. Just another ball game. Young of Division 4 was carried off the field in the fifth when he was struck by a foul tip from his own bat.

At 1:00 P. M.

	R	H	E
Division 5.....	010	107	003—12 13 1
Division 1.....	520	000	000—7 13 6

Batteries: V. W. Smith, Huntoon and Cranston; Means and Hedrick.

AUGUST 22 at 10:30 A. M.

Vernon	562	97—29 22 2
Division 1	000	02—2 1 5

Batteries: Means, Hedrick, Carney and Carney, Hedrick; J. Saiza and Quihuis, V. Saiza.

Vernon's avalanche of hits and runs caused the umpire to stop the game at the end of the fifth.

At 1:00 P. M.

Division 3	020	001 260—11 12 6
Coach	200	101 004... 8 11 6

Batteries: Shannon, May, Woodward and Meek; Long, Burns and Martin.

The ill-fated Coach lads gave the Division Three boys a bit of good competition this time but the Coach rally in the ninth was not enough to offset Division Three's spurt in the eighth.

AUGUST 29 at 10:30 A. M.

	R	H	E
Division 5.....	0	10	011—3 6 8
Division 4.....	10	05	10x—16 11 2

Batteries: Misko, Huntoon and Bartlett; Vance and Sprague.

Division Four's ten runs in the first and five in the third was too much for the Division Five lads. The game was called in the sixth.

At 1:00 P. M.

	R	H	E
Division 3.....	000	020	100—3 8 5
Vernon	101	005	10x—8 7 5

Batteries: Woodward and Stevers; Saiza and Quihuis.

Vernon again was too strong for Division Three but the foothill boys put up a good game.

SEPTEMBER 5 at 10:30 A. M.

	R	H	E
Division 1.....	000	021—	3 4 1
Division 4.....	304	20x—	9 10 5

Batteries: Turner, Means and Hedrick; Wendell Vance and Wayne Vance.

Another easy win for the Division Four lads with the Vance brothers furnishing an excellent battery.

At 1:00 P. M.

	R	H	E
Coach	205	300	042—16 18 4
Division 5.....	113	010	001—7 9 4

Batteries: Sandel and Burns, Smith; Huntoon, Cranston and Bartlett.

The Coach boys finally won their first game. Division Five team, who on three occasions came close to vanquishing the Vernon Yard lads, had to be the goat. Sandel, the Coach's new southpaw, pitched a fine game, striking out eleven men.

SEPTEMBER 12 at 10:30 A. M.

	R	H	E
Coach	050	30—	8 13 4
Vernon	002	7x—	9 8 3

Batteries: Sandell and Widman; Saiza and Quihuis.

Another example of the Coach's new strategy. A five run lead against Vernon-But Vernon's seven run rally in the fourth defeated them.

At 1:00 P. M.

	R	H	E
Division 3.....	130	230	02—11 9 4
Division 1.....	203	202	00—9 6 10

Batteries: Woodward, Shannon and Barnett; Hedrick, Means and Bell.

A close game all the way but Division One lost it on errors.

SEPTEMBER 19 at 10:30 A. M.

	R	H	E
Division 5.....	000	104	110 1—8 11 5
Division 3.....	031	010	011 0—7 11 3

Batteries: Misko, Beale and Bartlett; Wankier, Shannon, Woodward and Barnett.

Another fine game. Ten innings of bang-up ball with the sea gulls finally making the winning score.

LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard	15	1	.938
Division Four	10	6	.625
Division Five	9	7	.563
Division Three	8	9	.471
Division One	5	10	.333
Coach	1	15	.063

TEAM BATTING

	G	AB	R	H	Pct.
Vernon	17	595	194	198	.333
Div. 4	16	566	161	180	.318
Div. 3	17	618	154	178	.288
Div. 1	15	531	129	147	.277
Coach	15	531	110	139	.262
Div. 5	16	553	110	134	.242

BATTING .300 OR BETTER

	G	AB	R	H	Pct.
Meek, Div. 3	11	31	8	14	.451
Carrillo, Vernon	17	67	29	29	.433
Pilgrim, Coach	12	51	20	22	.431
Carpio, Vernon	13	56	19	25	.429
Lipscomb, Div. 4	17	66	23	28	.424
G. Manriquez, Ver.	17	77	27	31	.403
W. S. Vance, Div. 4	16	61	18	24	.393
Waggoner, Div. 4	16	60	21	23	.383
Andrews, Div. 4	16	63	20	23	.365
Cranston, Div. 5	15	54	13	19	.352
Butler, Div. 1	15	60	11	21	.350
Bill Smith, Div. 5	14	49	11	17	.347
Joe Saiza, Vernon	16	59	22	20	.339
O'Neill, Div. 1	10	39	11	13	.333
Stevens, Div. 4	13	52	13	17	.327
Brohman, Div. 3	17	65	17	21	.323
Woodward, Div. 3	17	59	11	19	.322
Curry, Div. 4	15	53	15	17	.321
Hipes, Div. 4	15	54	21	17	.315
Schmidt, Div. 3	16	70	15	22	.314
Rodrequez, Ver.	6	16	8	5	.313
Hedrick, Div. 1	15	61	13	19	.311
M. Saiza, Ver.	10	53	21	19	.310
Means, Div. 1	13	42	17	13	.309
Stoner, Coach	13	52	11	16	.308
Barnett, Div. 3	16	53	18	16	.302
Ferguson, Div. 1	13	43	14	13	.302

L. W. FRY, Official Scorekeeper

BASKETBALL MEETING

The meeting of the Basketball managers September 15 proved that a lot of enthusiasm and keen competition could be expected in the coming season of 1937-38.

The season will open Friday, November 5, 1937, at the Lincoln High School, 3625 North Broadway. The games will be played every Friday night during the winter months with the exception of the holidays. The complete schedule will appear in the

next issue of TWO BELLS.

All of you basketball fans come out and start the season with your team.

D. D. McCLURG,
Secretary and Treasurer.

SOFTBALL SWEEP FOR GARAGE

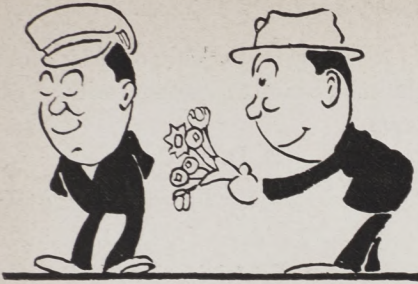
The second game of the three game series between the Garage B. T. Team and the 16th Street Motor Coach and Supervisors ended with the Garage on the long end of a 12 to 5 score. "Dinger" Crawford of the Garage gave the boys a demonstration of his hitting ability by connecting for a circuit clout. His upper waist line has just recently returned to normal. Pitcher Gould of the M. C. was running fine until the fifth inning when the "greasers" made a touch for six runs. A Coach change was called for and "Feather edge" Coenan came out for relief duty. "Ace" Lane went the route for the Garage.

In the third game Manager Chamberlain of the M. C. produced a new ball club which proved three runs better than the previous club. Score was 12 to 8, favor of the Garage. Three stars made their appearance in this game with home runs. The superb first sacker on M. C., none other than Chamberlain himself, tried to lose the apple. V. McDonald of the Garage showed the boys how he used to do it back in Wichita when he was in his prime, and "Ace" Lane bunted one over the left fielder's head. Pitcher Gould called for a Coach change in the fourth inning.

The series ended by the Garage winning all the games 14-2, 12-5 and 12-8.

Any department wishing to form a club preparatory to starting an Inter Company League get in touch with Lentz at the 16th Street Garage. Station 304.

MR. PATRON



"Honest, Kindness and Courtesy Deserves Praise" . . .

"I would like to commend and thank the conductor of one of the North Figueroa 'W' cars.

"This afternoon I disembarked at Avenue 54 and Monte Vista and soon after I discovered that I had lost my handbag.

"Our maid met all returning cars and asked if any one had found a white kid handbag and described its contents.

"Finally this conductor (**O. C. White, Div. 3**) came along and said he had it but that it must be returned to the Railway office.

"So I was surprised and pleased when called to the door to find him there with the missing handbag.

"His honesty, kindness and courtesy deserves praise. Unfortunately we failed to get his name, but you may be able to identify him as he passed here about 11:00 o'clock.

"You have some fine men in your employ and I have met only courtesy and consideration from them at any time. But this incident deserves special mention."

MRS. SYLVIA CHAPIN BALIS,
5418 Monte Vista Street, Los Angeles.

Conductor 1432

"Pleasant and Diplomatic" . . .

"No doubt many letters come in to you making complaint of the service rendered by your car crews, but this is written from the other viewpoint.

"I had occasion to watch conductor number 1432 (**E. W. Park, Div. 1**) on the 'R' line on the 15th instant, and I have yet to see a more efficient and courteous conductor. His way of carrying on his work appealed to me as indicating that he was not only pleasant and diplomatic but that he was putting a definite and consistent effort toward the efficiency of his work."

HENRY H. BOYNTON,
335 Rowan Bldg., Los Angeles.

"Friendly Grin" . . .

"This morning while driving an old Model T Ford east on Vernon Avenue, I got behind a 'V' car (Car 923, Run 30) and because Vernon Avenue is so narrow and there were parked cars I could not pass the 'V' car, although it was going quite slowly. So I poked along behind it for several blocks, making several futile attempts to pass. Finally the motorman, No. 853, (**S. D. Clark, Div. 5**) apparently saw this old Ford trying to pass him, and he slowed up a little more and motioned me to come along and pass—giving me a friendly grin as I passed him.

"I never received a courteous act like that before—usually the streetcar men (and everyone else) are sore at the old Fords. Therefore, I wish to extend my thanks for this action and hope you will put a good mark by the motorman's name."

MRS. CLIFFORD GILL,
227 E. 37th Street, Los Angeles.

"Patient and Courteous" . . .

"I have been riding the Los Angeles Railway buses on many lines for several years, but this is the first time I have ever considered it worth my time to write you, complimenting you on one of your drivers.

"The driver I have reference to is No. 313 (**C. G. Austin**), Bus No. 2505 on Beverly Boulevard. I do not know his name.

"I had just gotten off the Fairfax bus about 10:30. The bus had started up, but he stopped and waited for me, although I was the only person making transfer there. I have been very ill and do not walk as fast as I should. He never lost his temper and was very patient and courteous when most drivers would have gone and left me as several have done in the past.

"He also drove so smoothly and cleverly that I felt perfectly safe and I am usually very nervous riding in traffic.

"I noticed, too, that he treated everyone, men as well as women, with the utmost courtesy. I certainly wish there were more drivers like him, as I ride the buses quite often and it certainly was a very great surprise to find a driver that treated everyone as though he were glad to be of service to the public.

"Thanking you again for your very fine judgment in hiring such a gentleman, and

hope to see more courteous drivers in the future."

MRS. H. G. BUTCHER,
Los Angeles.

Operators Obliging . . .

"May I not take this opportunity to compliment you on your very competent and courteous operators.

"Being here on vacation from the East and among strangers, I found it rather difficult getting around, but your operators on the Wilshire and Western Lines were especially obliging in directing me.

"About a week ago, on July 8 I believe it was, I took the Santa Monica Express to the beach and upon returning to Western Avenue the Express missed the northbound bus at Western. To say the least I certainly didn't relish the idea of waiting for the next bus as it was rather late and I'm a nervous individual anyhow, so the operator told me that he made a positive connection on his return trip with the northbound bus at Western, so I went on into town. I really thought this a splendid gesture on his part and the Company deserves every praise and credit for employing men of his calibre. If I remember correctly, his number is 733 (**A. Pell**). Also, may I say that particular operator is courtesy personified. If all your operators are like that, and no doubt are, you have an excellent organization and one to be proud of. Wish we had a few in New York.

"Again, please accept my congratulations on your good judgment in employing such fine men."

GRACE HAMILL, New York City.

"Questions Answered Explicitly" . . .

"I believe in commending a person where commendation is due so I am doing just that for conductor 2112 (**A. W. Ehlers, Div. 1**) on the 'J' line, as I happened to hear passengers ask him various questions, all of which he took pains enough to try and answer explicitly."

MRS. PEARL ARNDT,
9722 San Juan, South Gate, Calif.

SPEAKS UP

Intelligent Talker . . .

"It is always refreshing to meet an employe who talks intelligently regarding his employer's business. I have rather resented these one-man cars. This morning I changed my mind. I was on Car 24 of Civic Center, going down Spring Street. I talked with the motorman-conductor (**H. F. Snow, Div. 5**) regarding the new system. He told me how and why more men would work under the new system than the old. And he told it briefly. It was right to the point, and it was convincing.

W. M. ARKINS,
Pres., L. A. Ins. Agencies,
461 Central Bldg., Los Angeles.

Saved 20-Minute Wait

"I want to commend conductor 2450 (**W. Pattinson, Div. 4**) on the 'A' line. Last evening I reached 24th and Vermont on the 'V' line at 11:15 p. m., just as the 'A' car was going west on 24th, the conductor, because of his alertness, stopped the car so that I was saved, at least, a 20-minute wait. Please see that conductor 2450 is advised of my appreciation.

MRS. EMMA G. ELLIOTT,
2410 S. Sycamore Avenue, Los Angeles.

"Marked Consideration" . . .

"Having just ridden as a passenger on the Wilshire bus No. 1006, feel I have to commend the marked consideration and courtesy of both driver and conductor of this bus.

"A poor elderly lady, desperately trying to cross at an intersection on Wilshire where there was no signal, was helplessly stranded in the middle of the street. The driver of this bus signalled to traffic behind and stopped waiting for the lady to cross in front of his vehicle. However, the motorists in the second line of traffic going east refused to stop for her in spite of the signaling of the driver. When it became apparent the lady, who was timid, would not be able to brave this second line of traffic, the conductor of your bus hopped off and went to her assistance, holding up the traffic and bringing her safely to the sidewalk.

"If your buses are manned by men of this caliber it will give the bus-riding

populace every condence to ride the Los Angeles buses."

MRS. V. M. CURRIE
718 So. Flower Street, Los Angeles

"Million-Dollar Smile" . . .

"As the old saying goes, and it is a darn good one, 'Wake up with a SMILE and you have started the day out right.' Well, some of these mornings, when you have to get up real early, it is rather hard to live up to that saying and I have found this out.

"I ride the Crenshaw bus to work each morning and when I am lucky enough to get a certain bus driver that always greets his passengers with a 'good morning' and a million-dollar SMILE I find it very easy to live up to that saying.

"You should be very proud to have a man of this character working for you as he certainly does put over the L. A. Motor Coach Company with a Smile and SERVICE plus.

"He seems to pass his happy personality on to every passenger on his bus, because I have noted that there is a cheery feeling in all his passengers and I truly believe that they sense the same happy courteousness that I do.

"His number is 579." (**S. C. Richmond.**)

HERBERT SLOCUM,
Credit Manager, Muller Brothers,
Sunset at Cahuenga, Hollywood.

"Pleasant and Careful" . . .

"While on a trip to Wilmington a few days ago I rode with a very pleasant and careful operator, nothing seemed too much trouble and my trip was made more pleasant because of his presence. The number on his cap was 613 (**W. S. Goodale, Western**) and I take pleasure in saying these few words to you about him."

E. J. CLAXTON,
1611 Crooks Rd., Royal Oak, Mich.

"Very Courteous" . . .

"Conductor No. 1106 (**L. P. Nelson, Div. 5**) on the Vermont car line today was very courteous to me and I do appreciate that kind of service. We need more of it."

JANE RECTOR,
3217 W. 21st Street, Los Angeles.



Also received this month were letters commending the following Trainmen and Bus Operators

CONDUCTORS

H. D. Plank, Div. 4
C. C. Cupp, Div. 5
L. N. Gober, Div. 5
J. L. Story, Div. 5
H. P. Freburger, Div. 4
F. Skarda, Div. 5
W. C. Dorrance, Div. 5
R. G. Monahan, Div. 3
N. Flanagan, Div. 4
L. E. Thompson, Div. 3
J. C. Allison, Div. 1
G. L. Barron, Div. 5
T. M. Gardner, Div. 1
C. I. Kelso, Div. 5
B. W. Koerner, Div. 5
E. J. Flint, Div. 3
W. M. Vaughn, Div. 4

MOTORMEN

W. P. Perry, Div. 3
A. M. Brim, Div. 1
C. H. Engle, Div. 5
M. Leibowitz, Div. 4
J. H. Johnson, Div. 4
C. A. Woods, Div. 3
J. A. Wear, Div. 5

COACH OPERATORS

C. W. Courtney, Crenshaw-Vine-La Brea
A. J. Miller, Griffith Park
J. H. Mabey, Maywood-Bell
S. D. Hubbell, Inglewood
G. H. E. Wood, Alvarado
B. Stubberfield, Wilshire
H. W. Strode, Beverly
J. M. Varnell, Beverly
J. Stewart, Sunset
R. T. Cunningham, Wilshire
L. W. Hyde, Fairfax
A. F. Steiner, Highland Park
C. F. Sanders, E. 9th-Whittier
G. C. Gilliland, Western
G. L. Russell, Melrose
G. J. Gurnea, Highland Park

COMPARISON OF THEORETIC AND ACTUAL HAZARDS IN TWENTY LARGEST
AMERICAN CITIES • STREET TRAFFIC ENGINEERING BUREAU
LOS ANGELES POLICE DEPARTMENT

	Per Capita Registration	Relative Position	No. Cars per Mile of Paved Highway	Relative Position	Index of Theoretic Hazards	Relative Position	Public Liability Rates	Relative Position	Loss or Gain in Relative Position	
									Loss	Gain
New York	9.00	1	239	15	16	13	\$95.00	1	15	..
Chicago	7.93	3	143	4	7	18	34.00	15	3	..
Philadelphia . . .	7.12	4	139	3	7	18	62.00	3
Detroit	3.79	14	227	11	25	9	23.00	17	..	8
Los Angeles	2.42	20	267	17	37	1	34.00	14	..	13
Cleveland	4.55	12	200	7	19	11	38.00	10	1	..
St. Louis	5.41	8	163	6	14	14	52.00	4	10	..
Baltimore	6.38	7	152	5	12	15	38.00	10	5	..
Boston	8.45	2	208	9	11	16	64.00	2	14	..
Pittsburgh	6.86	5	133	2	7	18	44.00	8	10	..
San Francisco ..	4.31	13	220	13	26	7	47.00	7	0	..
Milwaukee	4.61	11	206	8	19	11	36.00	13	..	2
Buffalo	2.90	18	381	19	37	1	48.00	6	..	5
Washington	2.78	19	229	12	29	5	21.00	20	..	15
Minneapolis . . .	3.25	17	383	20	37	1	42.00	9	..	8
New Orleans . . .	6.61	6	233	14	20	10	22.00	18	..	8
Cincinnati	5.09	9	122	1	10	17	22.00	18	..	1
Newark	4.89	10	277	18	28	6	51.00	5	1	..
Kansas City	3.63	15	237	16	31	4	38.00	12	..	6
Seattle	3.46	16	223	10	26	7	28.00	16	..	9

Measuring Accident Hazards

TRAFFIC Engineering Bureaus throughout the United States have long realized the palpable unfairness of gauging traffic fatality rates on the basis of population alone, as a city without motor cars could obviously have no traffic fatalities.

In determining the actual hazards that bear upon the death rate, the statisticians have considered a large number of factors.

Two of the most ambitious and comprehensive treatises in this matter have been presented by Henry L. Porsche and Philip Stein of the Chicago Board of Health and William J. Cox

By RALPH T. DORSEY
City Traffic Engineer

of the American Society of Civil Engineers.

Porsche and Stein's theory was presented in the American Journal of Health of May, 1937. Its primary assumption is that the number of cars in proportion to population is the prime factor in determining the traffic hazard. They call their theory the "Car population unit method," which involves the multiplication of the estimated population by the total motor vehicle registration and divid-

ing the product by the annual number of deaths. The result is the death rate per one hundred billion car population unit.

The W. J. Cox formula published in the proceedings of the American Society of Civil Engineers of April, 1937, has for its fundamental proposition that the accident hazard varies directly as the population and inversely as the paved highway mileage.

In confirmation of this formula, Mr. Cox cites public liability insurance rates among the cities compared, it being shown that there is a marked direct relationship between liability

insurance and proportion of paved highway mileage to population. Mr. Cox divides the population by the paved highway mileage to get his index.

While these two theories are at variance in method, it has been found that together they give a reasonably accurate picture of the inherent rate of hazards of American cities. In order to obtain a proper comparison, the relative positions of the twenty largest American cities were taken under both the Cox and the Porsche and Stein formulae. It is shown that New York with a ratio of but one car to every nine persons is in a relatively happy position because its citizens have to contend with fewer numbers of vehicles. Los Angeles, on the other hand, with a ratio of one vehicle to each 2.42 persons has the most difficult condition in this regard; therefore, New York is given first position and Los Angeles twentieth position, the other cities taking intermediate places.

Minneapolis Traffic Densest

The matter of traffic density was then given consideration. It was found that Minneapolis has the heaviest density of vehicular traffic per mile of paved highways, there being 383 vehicles per mile while Cincinnati with but 122 cars per mile of paved roadway has the least obstacle to overcome.

A combination of the two methods shows that Los Angeles is in first position among the twenty largest American cities; that is, that the prime factors which bring about traffic hazards are most evident in Los Angeles. Adjusting the various positions of the twenty cities it is found that Los Angeles, Minneapolis and Buffalo are tied for first position in having the greatest traffic problem to solve, while Philadelphia's problem is least, on the basis of these factors.

It was found, however, that the actual hazards are by no means identical

with the theoretical hazards, and that some cities have made exceptionally good progress in overcoming inherent traffic hazards.

Mr. Cox, in his treatise, contends that automobile liability insurance rates furnish not only a reasonably accurate index but practically the only index of the actual hazard to drivers of vehicles. Public liability insurance is an automobile owner's insurance against legal liability for personal injury which may result from operation of his insured car. This rate making has reached a high degree of accuracy so that now the public liability insurance rates may be considered a satisfactory measure of the legal liability hazard in the area in which the automobile is operated.

Lowest Rates in Washington

These rates show that Washington has the lowest public liability insurance rates, the rate being \$21.00 per year for a small, light weight car. The rates vary between the various cities, it being shown that New York has the highest liability rate of \$95.00 per car.

New York's theoretic hazard position is thirteenth among the twenty American cities, but its actual hazard, as set by the rates, places it in first position. Therefore, New York loses twelve positions in meeting its traffic problem.

The City of Washington is in fifth position in its theoretical hazards but in last position in actual hazards, making a net gain of fifteen places in position.

Gains Noted

The cities which show a gain in position on the basis of the above comparison, with their numerical changes noted, are as follows: Washington, 15; Los Angeles, 13; Seattle, 9; Detroit, Minneapolis and New Orleans, 8; Kansas City, 6; Buffalo, 5; Milwaukee, 2; and Newark, 1. San

Francisco's actual hazard is identical with its theoretical hazard. These cities which have lost in the position race are: Philadelphia, 15; Boston, 14; New York, 12; St. Louis and Pittsburgh, 1 each; Baltimore, 5; Chicago, 3; and Cleveland and Cincinnati, 1 each.

It is interesting to note that of cities of populations of 500,000 or more, only Los Angeles and Detroit show a gain in position.

Schools and Congestion

By J. COLLINS

Supervisor of Safety

Due to people returning from vacations, and the opening of our schools, we may expect an increase in both passenger travel and street congestion with no let up until next March. Increased activity means increased hazards. The more movements there are in the street the more chances there are that some one will contact us.

Zone One, being the section of greatest congestion, is the place of greatest interference. As speed is decreased in this section and the hazard so evident to anyone, there is no need to be involved in accidents. Learn to take advantage of half speed conditions.

A few years ago the basic speed of the motorist was about fifteen miles per hour. Today his basic speed is about forty miles per hour and very few people are willing to drop below what may be termed the basic speed. Youth will not do it unless through fear of the law. You, for the most part, are running from one blockade to another where moves are quickly made. Therefore, the necessity of keeping your eyes ahead while car is in motion.

Some lines passing schools will handle a great many students. Safeguard them as if they were your own. On other lines many of these youngsters will walk along the right of way to and from school. Do not take one single chance in passing them.

How To Become A Fisherman

(EDITOR'S NOTE: We've often wondered what thoughts a cartoonist had, if any. This curiosity was appeased when Staff Cartoonist, Guy Gifford, presented us with the following dissertation on the ancient art of fishing. In a moment of weakness we printed it, but assume absolutely no responsibility for the statements contained therein and emphasize that all who read the article do so at their own risk.)

Each year the State Game Commission plants ten million little fish, and twenty million bigger fish go after them (see Figure 1). You can figure out for yourself just how many trout that is to a man, or men to a trout.

I have fished every trickle, stream and puddle in California, including the Los Angeles Aqueduct and the Los Angeles River. Get out some morning at dawn and go after bass in the Aqueduct Lakes—by the time the sun comes up you'll be enjoying a nice hot breakfast—in the Lincoln Heights Jail (see Figure 3—no, don't bother, I want to forget that experience).

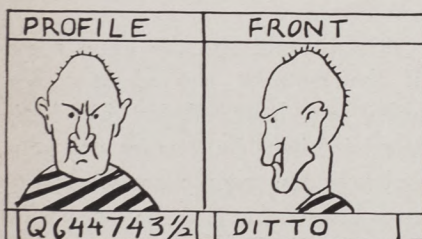


FIGURE 3

Last season I spent four days out on the desert fishing a mirage. I didn't get the limit, but I had the satisfaction of knowing that there was no one else on the stream, I wouldn't recommend that this year, as I understand the Government is putting a dam across it.

Regardless of where you fish, you'll need a license. A second-hand marriage license might do if you plan on going into a country where

By GUY GIFFORD
Division I



FIGURE 1

the game wardens are near-sighted. Of course, it's much better to have a fishing license. When you buy a license they will give you a little button to put on your lapel. The idea is that the fish are not supposed to eat anything off a hook whose owner does not wear a button.

Snake bite medicine comes next. No fishing trip is complete without at least a gallon. It's a smart idea to save a drop or two for the actual snake bite, because if you drink a gallon you'll see plenty of snakes.

It's also a good idea to include a little bait. There are dozens of kinds of baits and lures. Some claim that the spoon is the best fish lure, but it's my personal belief that a trout is not educated enough to eat out of a spoon.

We have hosts of fly fishermen. These men claim that bait fishing is not good sportsmanship, but my observations lead me to believe that the difference between good sportsmanship and poor sportsmanship is 25 fish. In fly fishing the idea is to whip the stream for twelve hours—then go home and whip the guy who talked you into it. There are two methods—dry fly fishing and wet fly fishing. Wet flies are the ones that hit the water—dry flies those that lodge in your ear.

Live grasshoppers are also good bait, but if you are on a long trip and expecting to live on your catches, I'd suggest saving any grasshoppers you run across for food.

I have a novel way of catching fish that works as easily as shooting them. I tie a sardine can on the line and let it drift down the stream. The fish read the label on the can and immediately hop into it—the bigger the can, the bigger the fish. I heard of one instance up in Canada where a man fording a river in a Model T worked three days getting a whale out of his back seat.

Next to that method I like worm fishing. Some authorities are against it, as they claim it's depending too much on a little worm. In baiting the worm onto the hook I hold him head up and tell him how many fish I'm going to catch. When he opens his mouth to laugh I quickly insert the hook.

After years of research I have developed a very practical, simple way of gathering worms to be used as bait (see Figure 6x6¼). I find it's much better than digging in the hot sun with a shovel, and no one is going to stop and ask you what project you're working on. Also with my plan you get the whole worm and not half a worm. Imagine how disheartening it is trying to make the wrong end of a worm laugh. While we are on the subject, it has often occurred to me that a worm could be developed that would grow on a roll so a fisherman might clip off just what he needed each time.



FIGURE 6 x 6¼

In closing, I wish to mention an important "don't" for fishermen. Don't, don't, don't go fishing. You'll have to lie about the whopper that got away, so you may as well lie about the whole trip.

Clubs Plan Fall Programs

SILVER BULLETS WIN TROPHY

By L. F. SPARKS, *Secretary*

The LARY Division of the Centinela Springs Revolver Association has had a very busy month. Match 6 was the last of the series for the Los Angeles Railway Trophy, and while the Civil Service Team won this match from the Silver Bullets with a score of 1318 to 1194, the Silver Bullets have won 1, 2 and 5. We, therefore, have permanent possession of the Trophy.

On August 1 the Silver Bullets shot a Postal match with the Timpanogas Rifle and Revolver Club of Provo, Utah. The Utah Club won this match 1326 to 1309 shooting the Camp Perry Course. Team Captain Denny Garner was high man with a score of 268 out of a possible 300, and Conductor J. R. Herring was second with 267.

August 1 was also the starting point for the championship of the entire Railway and Coach System. The Camp Perry Course is the one being used. Any employe of the Los Angeles Railway may compete for this title if he is a member of the National Rifle Association or affiliated club.

The management has provided medals, one to be given each month to high man. At the end of the year the one with the high score for the year will receive a Trophy, which he will be allowed to keep for a year, when it will then be presented to the high scorer for that year. For further information inquire of the Range Master at Centinela Park Range. It is hoped that all those who like revolver shooting will take advantage of this medal system to win the Railway monthly and yearly championship.

August 8 was a great day for Denny Garner of the Coach Division. He won the second leg on the Distinguished Expert Bar. His score was 274 x 300. Conductor Allen from Division 3 made Sharpshooter with a score of 239.

J. C. Brewer of the Coach Division is leading for the Railway Championship for August with a score of 284 x 300. Looks like we have a real champ in our organization. Captains Garner and Brewer were appointed this month to the First Team of the Association. This is an honor we have been hoping for.

On October 10 and 24 we are putting on our first annual miniature Camp Perry Program. Any civilian who is a citizen of the United States may compete. There will be three medals for each event. The entry fee is reasonable and in accord with our policy of the most for the least. Information may be had at the Range.

It is now possible to get a number of National Ratings at our Range. If you will attend the meetings at the Inglewood City Hall on the third Monday of each month at 8:00 p. m. you will get all the "dope." Those wishing to go to the Range by street-car should get off at the entrance of the Cemetery, walk across Redondo Boulevard to the new concrete steps which will take you to the door. Our programs take place on the second and fourth Sundays.

V. F. W.

By ROY T. GAMBLE, *Commander*

Navy Night at the V.F.W. was a big success and you Comrades who failed to put in an appearance missed a good time and some very interesting talks.

After the meeting we all journeyed over to the Ladies Auxiliary Hall where they had prepared a real Navy luncheon consisting of navy beans, coffee and cake.

On Wednesday evening, August 4, we celebrated our 4th Anniversary by a joint Birthday Party with the Ladies Auxiliary. About sixty-five of the Comrades with their wives were present, and the ladies served us a nice dinner after which we spent the evening dancing to the music of a six-piece orchestra. The party was voted one big success.

Our Post again this year has the distinction of having one of our men hold the office of Dept. 17th District Commander. Our good Comrade George H. Stone of Division Five has been selected to lead the destinies of the Posts in the 17th Congressional District. Let's all get behind George and give him our assistance in every way possible.

Commander Stone succeeds Commander Gamble of Division Four.

SQUARE AND COMPASS

The club is in full swing again with three degrees, a picnic and the regular meeting during the month of September.

Everyone enjoyed himself at the regular meeting at Van's Cafe. You members who have been staying away are sure missing a good time, so better come out and meet with us on the sixteenth of October.

Another club picnic has come and gone. There was plenty of eats and ice cream, and boy, what a ball game, and, say, can some of these guys run!

(Continued on Page 39)

BRONC-BUSTER

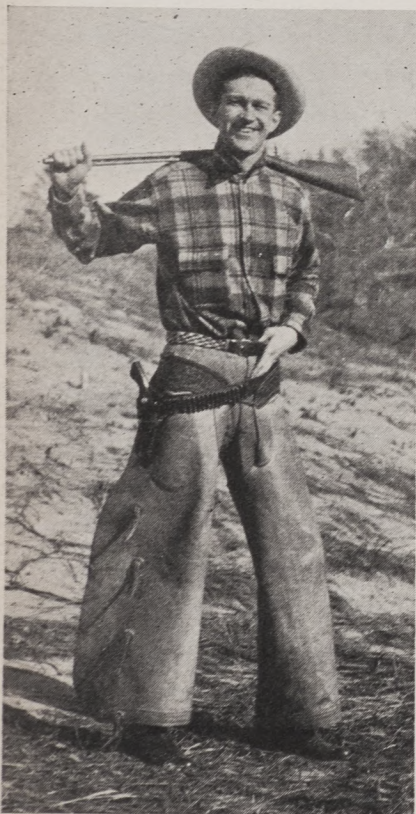
Another Colorful Career Uncovered By
Super-Sleuth C. J. Knittle

Drawings by Guy Gifford, Division 1



AMONG Teddy Roosevelt's Rough Riders was a young private, Harry Coats, who, more fortunate than eighty-nine of his plainsmen comrades, lived to tell the story of the battles of Las Guasimas and San Juan Hill.

Later, after Santiago surrendered, the war ended and Private Coats returned to civilian life, took up a ranch near Casper, Wyoming, and eventually married. Five years later, a boy was born to add to the happiness of the Coats household.



Carl ("Slim") Coats on the home range.

Here the story skips the following fifteen years but in that time six-foot-two-son Carl, better known as "Slim," became a master horseman and trick rider, and roper.

If the elder Coats was surprised when Slim voiced his intention of going out into the world to make his own way, he carefully concealed his objections. Slim was just a gangling lad but his heritage of courage and ability to handle the most obstinate or infuriated bronc stood him in good stead.

Little did the father realize that Slim was destined to become one of the nation's foremost rodeo riders, that he would star in five consecutive Pendleton Roundups, six World



Champion Rodeos in Chicago and a seventh at the Chicago World's Fair.

Slim despised a "grandstand" player. He wanted to earn his prize money and trophies on merit alone. Riding and roping was the only business he knew but he realized that a little showmanship had to go with it. So he worked up a line of cowboy chatter to go with his rope work and a few weeks later, under the glaring lights of Madison Square Garden, Slim reached the apex of his career.

He had given his usual exhibition of trick riding, bronco busting and steer roping. Then, standing atop a more attractive but less spirited horse, he went into his routine of rope tricks and chatter.

The New Yorkers and talent scouts in that audience may have thought



there was nothing new in the show business but apparently changed their minds when Slim, under the dazzling spotlight of the darkened arena, went into his grand finale of whirling rings. The spectators applauded, whistled, stomped and screamed for more.

Agents for three leading circuses and several movie companies offered him contracts and in the following three years Slim played full seasons with Ringling Brothers, Sells-Floto and the John Robinson Circuses and important movie parts in "Let 'er Buck," "The Lives of a Bengal Lancer," "Operator 13" and "Scarlet Empress."

Probably the most uncertain profession in life is the show business. April, 1933, found Slim in Los Angeles, practically penniless. An air show was in progress and a friend informed him there was an opening for a parachute jumper. He rushed to the airfield and got the job. They fastened the chute on him and he waited about an hour to do his trick, entertained by the thoughts of what it would be like, and the impending disaster.



"Let's go, Buddy," shouted the pilot finally and Slim climbed in. For several minutes they climbed into the ether and at five thousand feet, the pilot yelled "Jump!"

"What's the procedure?" screamed Slim, "I never jumped before."

"Well, jump now! Then count eight and pull the ring!" bellowed the pilot.

An instant later, Slim was gone. About two hundred feet below the plane the chute opened and outside of a few scratches from being dragged after reaching terra firma, Slim was still in good health and \$75 richer.

In the following five months, Slim was occupied principally in the movies and in the fall returned to the rodeo circuits, accumulating his share of prize money as well as a number of trophies, cups, silver spurs and hand-carved belts with large silver buckles.

Once, while warming up for a rodeo in a middlewest town, the horse sideswiped a barbed wire fence. Slim's spur caught in the wire and pulled him off the mount. The horse's hoof caught him in the face. Slim emerged with a broken nose.

On the same tour, at the New Haven (Conn.) Rodeo, Slim was giving a bronco busting exhibition when the horse not only threw him but fell on him. Slim was removed to the hospital with a broken ankle.

In November of 1934 he was back again in Los Angeles. This time he was not interested in the movies. The thought of a steady job appealing to him, Slim joined forces with the Railway and has since, at Division 1, built up an excellent record.

★ ★ ★

"And are you really content to spend your life walking about the country begging?" asked the old lady severely.

"No, lady," answered the tramp. "Many's the time I wished I had a car."

Says The Maintenance Man:

Thoroughly conversant with the sad state of some of our motor coach frames and body members when they are dismantled for repairs, A. Kilgor, Head Motor Coach Repairer, sends us the accompanying excerpt from an article in "Bus Transportation" (The Maintenance Round Table), which plea for cooperation we are passing along.

Now I'm not so hot on these mathematical problems, but on pondering this one over I get a result about like this: If the bus were driven 60 miles an hour over the detour it would leave the end of the line on the return trip three minutes before it got there (I told you this guy was an exception) to say nothing of the time required to shoot a game of pool, consume "sinkers" and coffee and smoke two cigarettes, all of which the operator just naturally had to do between the time he got there and left.

But it seems when a heavy piece of equipment weighing eight and a half tons and costing about twelve thousand dollars is run over a road full of holes, rocks, ditches, tree stumps and sundry obstacles at a speed far greater than any human with an ounce of intelligence would operate a second hand car, things just naturally begin to happen, such as broken springs, broken body posts, broken carlins, bodies shifted on the frames, empty seats shaken loose from the floor, stanchions torn loose from their moorings, engine mountings loosened up and so on indefinitely.

Now I ask you, will a window rattle if the posts and carlins that support it are busted, or am I just imagining things?

You may say, well even so why don't you fix them up? Isn't it your job to keep our equipment repaired? Do we have to operate a bunch of

wrecks just because you don't take care of them?

My answer to that is "Yes, but you and your Cowboys have got to help."

Maintaining equipment consists of repairing two kinds of things, those which are due to normal wear and tear and those which are the result of abuse. At the present time the amount of work resulting from these two causes is about 50-50 so that half the work we do and half of the expenses we are put to could be entirely eliminated if there was no abuse.

No one wants to see our equipment spruced up and shipshape any more than I do, even including the trick mirrors and fancy doo-dads.

So I am suggesting that you and I get together on these things and figure out how we can keep some of our drivers from tearing out quite so many transmissions and rear ends to the end that the time and money saved can be used to fix up some of these essential things to make our buses better and more pleasing to the traveling public.

RECONSTRUCTION PROGRESSES

The reconstruction program of the 120 type "B" cars to the type "BF" is steadily progressing at the rate of one car completed each working day.

This work has kept the boys in the carpenter and paint sections of the South Park Shops "jumping" because special jobs and illnesses have made inroads into these groups.

The boys are plugging away at this work steadily, and are to be commended for the special effort that they have put out in keeping the program on schedule.

One hundred cars have been completed as of September 21.



Division One

C. J. BAYLOR

NEWSHAWKS'

Strange as it does sound we received a nice new fish story from the O'Neill Brothers—or at least it is new to us. The better fishermen of the two relates this tale:

"The first night after we arrived at our destination in the High Sierras about two a.m., we were awakened by a splashing and grunting noise down by the lake near where we had set up our camp, but as we were very tired none of us would get up to see what was the cause of the noise.

"The next morning I was looking around by the lake and I found Bear tracks (not street car tracks) leading down to the lake, so I told my brother that where a bear fishes there were fish. While he and our partner started breakfast, I got my rod and proceeded to do some casting. I had not been there five minutes until I had a very strong strike and in a few seconds, I hooked and landed the fish.

"My brother wanted me to clean him (the fish) right away so that we could eat it for breakfast. When I cut it open what do you think I found in him? No, don't say bird, because our Superintendent Mr. Bodley has already suggested that. No, my good friends, I found nothing but bear claws and teeth."

E. L. O'Neil, further states that the fish was a cut throat, and if any one should like to go fishing at this spot it can be arranged—everything included for a very reasonable sum, including, of course, a half dozen or so nice black bears for bait.

If this is an amateur fish story . . . look out you gentlemen who are professionals! !

Conductors G. P. Bennett, T. V. Masterson and R. H. Hawes, assisted by Motorman C. W. Crockett, are

spending their evenings around San Luis Obispo, and their days at the California National Guard Camp doing . . . well a lot of K.P.

The Birch Brothers, J. G. and O. W., spent eight days vacation at Big Bear Lake, then took seven more days at home to rest up from the trip.

Motorman H. Van Unen is spending his vacation at Palms, California.

Conductor A. B. Dial spent ten days camping in Sequoia National Park and visiting in Dinuba, California.

Motorman E. O. McKinney will be in Vancouver for the next sixty-five days.

Motorman M. A. Kilgo is visiting San Francisco and the Yosemite National Park.

Conductor E. K. Urban was in Chicago for forty-two days.

Conductor G. D. Mothersbaugh is spending thirty days in Missouri.

Conductor W. G. Croft has gone to Colorado for thirty days.

Conductor P. E. Holt is in Missouri for the next two months.

Conductor W. P. Spendlove is vacationing in Canada for the next three months.

Conductor W. R. Elliott is taking twenty-eight days to do some traveling, also to visit relatives in Kansas City.

Conductor H. I. Frey is taking eighty-five days vacation up around Grants Pass, Oregon.

Motorman W. L. Donaldson is taking sixty days vacation to go to Aptos,

When Better Fish Stories are Broadcast, Division 1 Fishermen will Be on the Air!

California. Don says that twenty days will be spent trying to keep out of the way of all model T Fords.

Conductor C. M. Beard is spending twenty days in the Sequoia and Yosemite National Parks.

Motorman R. R. Youts is taking a ten day camping and fishing trip.

Conductor D. E. Berri is taking twenty-eight days to go hunting.

Motorman C. E. Green and family were in Ensenada for eight days.

Motorman J. E. Odiorne and Conductor H. Van Doorne are spending their vacations riding the new P.C.C. type car on the Pico line.

Conductor F. E. Schuler spent seven days getting up every morning at five a. m. and shutting off the alarm clock and then going back to bed.

No, my friends, that color that you see on Trafficman George Moore's face is not painted. He got that way living in a bathing suit for two weeks at one of our nearby beaches.

If any one is interested in a new type air flow, no draught ventilation system for your car, see Trafficman Moore as he has a very successful system.

NOTES

Travelers Returning from Vacations in Alaska, Europe and All Parts of the United States



F. ARLEIGH FRAZIER

The Century Model Railway Club of Los Angeles has their layout on display for the purpose of adding to their membership. They cordially invite anyone interested in the building or operation of a model railroad or model railroad equipment to visit them. There you will see both model freight and passenger trains in operation. Their layout at the present is being enlarged to give more operating trackage. Those interested may see this display at their club rooms, 1242 West 99th Street on the first and third Fridays of each month at 8:30 p.m. For further information get in touch with the Secretary, Allen Morris, or R. L. Sloan, Department 6 at South Park Shops.

Roy Blaise has joined the four-eyed club, and can be seen testing the long range ability of his glasses most every day.

R. L. Sloan bought a new electric clock for the Winding Room, and we find after it has been installed that he is the only one that can see it.

L. R. Lewis is off for a while having an operation on his nose.

Any one wanting to get the limit of deer this season without walking get in touch with Frank Buhrman. He knows a place where you can sit on the porch of a cabin in a swivel chair and the deer will walk by in front of you.

Peruna, iodine and water is O. Rivers contribution to science. With the proper mixtures he says he doesn't have to eat any meals.

Joe Gordon has returned from a vacation spent visiting in Ireland and England.

E. C. Smith and family have returned from a motor trip spent in Missouri. He says he is glad to get back and rest. He said his wife and daughter slept most of the way but not at the same time as one had to stay awake to watch his driving.

M. E. McCune is motoring through the southern states and as far north as Niagara Falls. He is also visiting his father while in the East.

V. Dotson has returned from a trip to Missouri.

T. Wells spent his vacation in Canada and he says he almost turned duck as it rained all the time he was there.

Vic Lee and party claim the hunting record of three deer in two and one-half hours with .22 rifles.



L. VOLNER

After a very pleasant vacation Superintendent Ferguson has returned to duty. During his two weeks off Mr.

Ferguson and family, accompanied by Mr. and Mrs. John Bell of Sherman, Texas, made an auto trip through Northern California and parts of Oregon. Being a great lover of nature, Mr. Ferguson was highly elated with the beautiful scenery of that section and his description of the streams and lakes, the giant trees and lofty mountains, makes one feel as if he would like to make the trip too.

Having his niece—Miss Sara I. Haney of Syracuse, New York, as a guest at his home, and being desirous of showing her some of the sights of California, Mr. Harry Tuttle of the Car Barn Cafe, accompanied by his family, took the young lady up to San Francisco for a six days visit. Mr. Tuttle says while there he put his okay on the new bridges.

Motorman W. O. Wolf received quite a surprise on his recent birthday, August 14, when his wife gave him a present consisting of a round trip ticket, expense money and information that he had fourteen days leave of absence, and that with all the above he was to leave the following Monday for Denver, Colorado, to see his father who was ill. Mr. Wolf, who hasn't seen his father for almost six years, needless to say, acted as though he were only nine, instead of twenty-nine, in his excitement and surprise. On his return it was joyfully learned that his father was not as ill as first believed. When he returned to work we were all surprised to learn that he was transferring to our Sixteenth Street Bus Division instead of his old run at Division Three. Motorman W. S. Knight transferred also—of course, to take care of "his son." the difference in the two boys ages being four hours. Good luck, boys, you both will be missed at Division Three.

It is with deep regret we report the sudden death of Robert M. Leadbetter, son of Motorman and Mrs. F. L. Leadbetter. Robert, age twenty-three,

was driving a fast truck between Los Angeles and El Paso, Texas. Near Globe, Arizona, he pulled over too far in trying to avoid a collision with a touring car, when his truck turned over. Services were held in the Wee Kirk of the Heather in Forest Lawn, attended by many friends of the family. Many beautiful floral pieces bedecked the casket. Burial was in Forest Lawn Cemetery. Division Three extends their sympathy to the bereaved family.

Mr. Harry Tuttle, Manager of the Car Barn Cafe, is sporting a very beautiful sunburn, as the result of a vacation spent at Catalina Island during the first part of the month.

Operator L. C. Walden, wife and daughter spent an enjoyable two weeks vacation visiting various points of interest in the northern part of the State.

During his vacation, Conductor M. B. Wickline spent several days in San Francisco, and naturally was much interested in the streetcars of that city. Riding over the various lines and noticing the cars from a conductor's point of view, his opinion is that the Los Angeles Railway can't be beat.

Motorman G. R. Chapman and wife spent their Labor Day holidays at their cabin near Lake Arrowhead.

That bunch seen around the Division very early on the morning of September 13 with their guns, boots, red shirts, and other paraphernalia that goes to fully equip a first-class hunter, were not volunteers for the Chinese Army but men from this Division who were making an early start for Bass Lake up in the northern part of the State so as to be on deck bright and early on the morning of September 16 when the deer season opened. Those in the party were Conductors J. W. Allen and W. O. Butler, Motorman G. R. Chapman and Watchman E. C. Eckenwiler. In our next issue we hope to be able to tell you of the many deer they bagged.

TROUBLE AHEAD



Guy Gifford, Div. 1.
*"Beware of a tall, dark man with
 a bum transfer!"*

During his month's vacation, Motorman N. R. Cosgrove visited relatives in Missouri.

Conductor J. G. Visser and wife have returned from several days vacation in San Francisco.

During the Labor Day holidays Superintendent Ferguson, wife and son visited a school-day friend in Tulare, California.

For about one month Motorman D. V. Smelser visited relatives in his old home in Nebraska.

Operator G. W. Thompson and family are visiting relatives in Wyoming.

After a very enjoyable week's vacation spent at Sequoia National Park, Conductor B. W. Terry and family have returned and Mr. Terry is back on the job again.

Motorman J. H. Daly, who spends his yearly vacation acting as a Sergeant in the local Company of National Guards, has returned from a two-weeks encampment at San Luis Obispo. Jack is very much elated over the fact that his army was the victor in the warfare which occurred

during their two-weeks stay. One of his pleasing accounts of the trip was the morning when his Machine Gun Company technically annihilated the Eleventh United States Cavalry, who were members of the opposing forces.



F. F. ROBEY

Division One

Elmer Gordon has gone back to the old home in Nebraska to spend a month. Have a god time, Elmer.

E. L. Kunkle had the misfortune to get mixed up in an auto accident, injuring his arm.

W. Shirk has taken a week off to try out that high-powered speed wagon of his. Better be careful, Willie.

L. Holloway spent the weekend at the beach enjoying one of those famous weiner bakes. Less reports a fine time.

J. J. Phillips recently bought a new Plymouth Sedan. Jim thinks it is the easiest driving and the most comfortable car he has ever owned.

O. F. Sconce recently returned with Mrs. Sconce from Joplin, Missouri, where they spent two weeks vacation. He spent his time fishing during the day time and hunting bullfrogs at night.

Tommy Hartley's wife just returned home from the hospital and is now recovering nicely.

Jack Mardsden's wife is spending the summer months vacationing in Saint John, New Brunswick.

"Al" Wutherick has now ventured into the rabbit business. We're all hoping to be invited out some time for a rabbit dinner.

Division Two

George Ramsey is away on his vacation—says he isn't going to be bothered this winter being called to clean snow from mountain cabins.

No, just a little idea of his which keeps the snow melted as it falls. Luck to you.

Our General Foreman, Mr. W. T. Brown, spent his vacation away up in the hills and all the time he was gone the University was open and directed by Mr. Markley, General Electric Corporation. Believe it or not, but the first thing "Billy" wanted to know was, "How much did you learn about this? I'll give you an examination." As he was looking straight toward Mr. Markley—we disappeared.

During this recent heat wave—if you go dove hunting—train your dogs to get in the river with you, then shoot and watch the dogs come back (with doves). Well, Sam Cohn brought home the proof last week.

Division Three

Tom Hubbard is recuperating from a major operation.

Fred Keller tried to "out-mustache" George Atkins. He won with a few gray hairs to spare.

Phil Lathrop is now a day man after years with the "owls."

Ted Clark farmed around home for his vacation.

Louis Boyer has another home. He is a real estate merchant now.

Ed Muse carries a piece of 6-inch pipe in the back of his Chevy. He says it makes him nervous to have no rattles at all.

L. Harryman toured most of the West during his vacation.

G. N. Langer is the new night man, having been transferred from the Air Department of the South Park Shops.

Division Four

James Inman spent his vacation at his ranch and the local beaches just taking it easy.

Ed Webb returned from his vacation all rested up for another year.

Those dirty spots you see on several of the boys upper lips around here are supposed to be mustaches.

Under the able instructions of Mr. Markley, the boys are learning more about the P.C.C. cars every day.

Charles Furrer had a busy week showing some of his relatives from the East the interesting places around Los Angeles.

Division Five

H. S. Compart traded his '30 Pontiac in on a '35 Chevrolet four door sedan.

Division Five is well represented at Catalina this year. Most every Saturday or Sunday there is one or more of our personnel at the Island and one party in particular goes every weekend. We wonder just what is the main attraction?

Jessie Dyer, our Watchman, got almost home the other night then happened to remember that he drove his car that day.

Jimmie James returned from his vacation visiting around Frisco. He also constructed a new tool box, but

he seems to have a little difficulty getting it into his tool locker.

Foreman I. C. Gordon is on his vacation.

Our new locker and shower building is under construction.

Jerry Lyons' daughter, on her return from San Francisco, presented Jerry with a little souvenir—a ticket for going seventy miles per hour.

FROM BROWN TO ROBEY

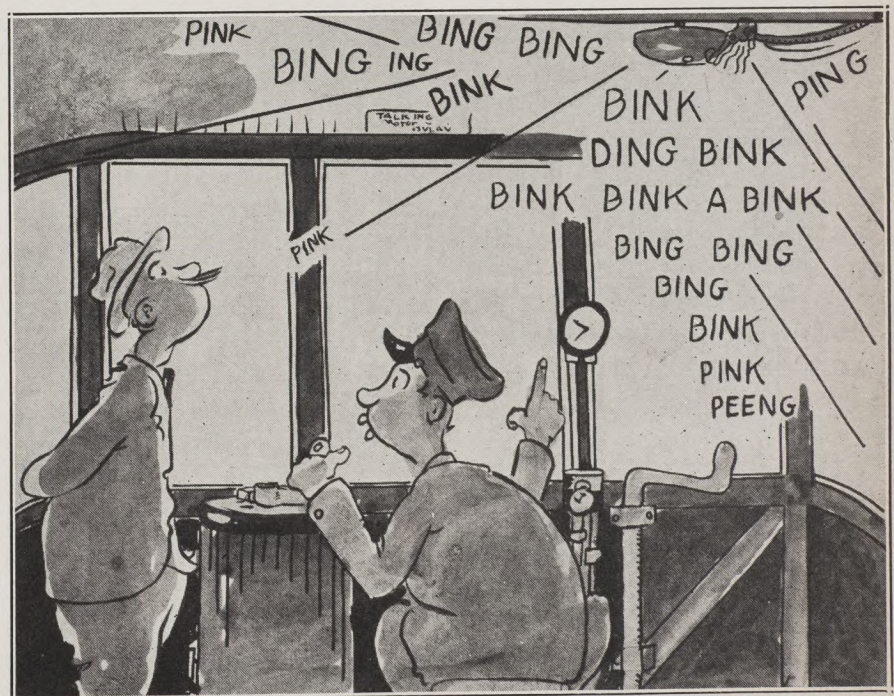
Our genial scribe F. F. "Doc" Robey is spending part of his vacation near Portland, Oregon. He will be back in time to take in the County Fair, and give the hosses and pigs the once over, and incidentally, to play the ponies, and, as usual, go home broke. Two weeks lost time from the "University" means you'll have to hump when you get back, Doc, so rest up a bit and come back all pepped up for business.



Division Four

C. J. KNITTLE

No doubt this issue of TWO BELLS appears bulky, combining as it does, the August and September news



Guy Gifford, Div. 1.

"That's my conductor, bawling me out!"



Son Gerald and daughter Cleola of Motorman (Div. 4) and Mrs. Gilbert Shahan who were recently married in a double wedding in Compton. Left center: Mr. and Mrs. Shahan; right center: Mr. and Mrs. Leonard Stenvall.

events in Lary circles.

Inasmuch as this unusual occurrence took place in the latter half of the vacation season, the scribes have probably filled their columns with news about those who went away, where they went and how they behaved.

There is a bit of psychology in remembering all the vacationists in the Division column. A scribe knows that the editor will write up and illustrate the latest mechanical fads, the new wrinkles around the Main Office, the social and athletic activities, the sick folks, the Yells, Bells and Knells.

The scribe, on the other hand deals only in Division news and though he may dwell at length on the personal whims and fancies of certain trainmen, he realizes that the average man likes to see his name in print. So the scribe tries to please everyone. He tells you who went away and how long they were gone. And after all—is it not news?

Here is our latest list of vacationists: Conductor Billy Warren, forty-six days to the High Sierras; Motorman W. F. Thorne, twenty-one days rest; Motorman C. W. Boyer, thirty days to Iowa; Conductor T. C. Mattfeld, thirty days to Iowa; Motorman M. J. Storer, forty-two days to tour the National Parks and visit in Kansas; Motorman C. F. Kirkland, twenty-

four days rest; Conductor E. A. Burgess, twenty-four days to Ohio; Motorman J. W. McKeown, fifty-five days to Tennessee; Motorman G. D. Livingston, twenty-two days to Canada; Conductor L. H. Morgan, thirty-eight days to New York; Motorman E. L. Dillard, twenty-five days rest; Conductor D. E. Blevins, thirty days hunting and fishing; Conductor F. M. Campbell, thirty days to hunt and fish; Operator S. R. Harrington, fifteen days rest; Motorman L. A. Bagley, seven days rest; Motorman F. E. Swab, forty days to Iowa; Operator M. H. Steele, fourteen days to hunt and fish; Motorman S. F. Early, thirty days rest; Motorman J. R. Edgington, eight days rest; Motorman Eddie Mills, sixteen days to Frisco; Motorman "Pat" Shortt, sixty days to Canada; Conductor J. Aitken, seven days rest; Motorman H. S. Holcomb, eight days rest; Conductor R. A. Nesselroad, sixty days to Texas; Conductor H. G. Morganthall, thirty days hunting trip; Conductor R. T. Melton, forty-five days to Detroit and Motorman G. T. Bucher, fifteen days rest.

Superintendent W. H. Snyder and Foreman B. B. Boyd returned from their regular two weeks vacation recently, reporting a good rest with occasional trips to the beaches.

Conductor S. Goldy had the misfortune of losing his purse containing twenty-two dollars one recent Sunday.

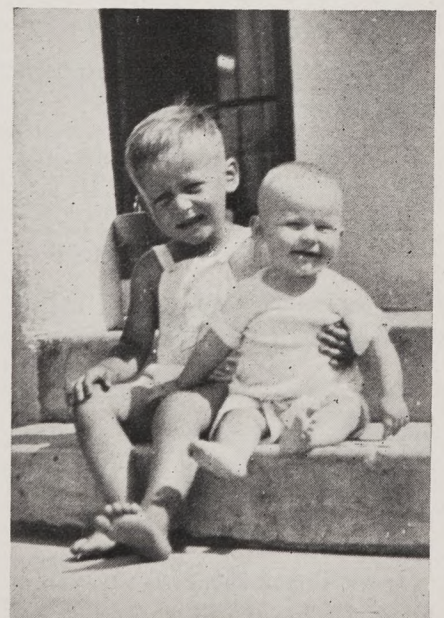
About two months ago Clerk Frank Ervin had the good fortune of winning the \$1,000 (top) prize in the Herald pools semi-monthly drawing. At that time Frank was holding two tickets on the drawings but decided to sell the less lucky one. A few days later, he found a willing buyer. Two weeks later the "dark horse" ticket won top prize for its new sponsor.

Other local speculators in this pool have been getting smaller digs of the prize money and on August 19, John Kuhle, who feeds about half the Division Four trainmen in his Two Bells Lunch, was informed he had drawn a "One Grand" in the pool.

Operator V. C. Prettyman, on September 8, was "streamlining" out East First Street, and at Fickett Street was passing a gravel truck. The truck was traveling in the opposite direction. A piece of gravel bounced off, struck the ventilation wing, ricocheted and hit Prettyman in the left eye inflicting a painful injury. He was laid up seven days.

Speaking of Streamliners, the Operators are doing a very nice Weekly Pass business on Sundays. On one

WAITIN' FOR DADDY



James and Louise Marie, children of Motorman Arnold Perry, Div. 4, streamliner pilot.

occasion recently Operator M. L. Hart sold 114 passes and E. F. Adams sold 90.

Conductor George Abel and Motorman R. R. Cartwright of "A" Line, after pulling out to Alsace terminal one recent morning, discovered that a black cat, reposing on a motor cover under the car, had made the trip with them.

Conductor George Abel is wearing a big grin these days. Wonder if Mrs. Abel's return recently from a ten weeks trip back east has something to do with it.

Conductor R. A. Vermeer is not singing "My wife's gone to the country" but it is a fact. Mrs. Vermeer is spending two months with her parents in Denver.

Traveling Instructor Billy Vejar's wife spent three weeks in Marietta, Ohio, visiting her mother who was seriously ill.

Traveling Instructor Joe Hagan returned from a trip to Alaska recently and is brimful of stories of glaciers and gold rush trails. His most interesting discovery, perhaps, was that Alaskan summers are well blessed with California brand sunshine.

Clerk J. B. Lair returned from his regular vacation on August 23. Most of the two weeks were spent entertaining eastern visitors.

Conductor R. E. Carroll returned August 9 from a two weeks leave during which he fished at Elsinore Lodge and Sanonofre. Carroll reports excellent luck at both places.

The next time Foreman B. B. Boyd feels the need of a giant malt he will probably just slip out and get it. One recent warm afternoon, he decided to get one but also figured that if he tossed a coin with Clerk Frank Ervin and Steve Cooper, he might be able to save the dime. But things didn't pan out that way. The malts cost him thirty cents.

Pat Stevers who catches for the Division Four Baseball Team is still

looking for the stranger who sold him a good-looking pair of baseball shoes for fifty cents. Pat wondered why the man didn't ask more. He found out down at the Ball Park. They were both left foot shoes.

The Division Four trainmen staged a successful stag party on July 23rd and thank the guests from other Divisions for their attendance.

SCRIBE NEWLYWED



Married to Miss Eulah C. Ellis at the Wee Kirk O' the Heather in Glendale on July 19 was Scribe Charles H. Hardy, 16th Street. The best man was Geo. V. Jameson. The bride was attended by her sister, Mrs. Mary Bosinio of Pittsburg, Kansas.



**16th Street
Coach**
CHARLES H. HARDY

Ralph Cunningham, the Wilshire poet, is now driving a midget racer in his spare time. He can be seen piloting Car 21 at the Atlantic Stadium on Tuesday nights.

C. E. Grace expresses his appreciation for the courtesies extended to him by H. Lehnhart, F. Ballenger and J. Finn when his wife was operated on recently.

H. Zimmerman's vacation trip up north almost ended in tragedy. While riding along with his wife the car suddenly burst into flames. Mrs. Zimmerman jumped out while the car was still traveling at a fair speed and was painfully injured.

Messrs. Chase, Davis, Varnell, Caldwell and their wives all had a wonderful vacation at the P. E. Camp at Lake Arrowhead. Swimming, dancing, hiking and fishing. Davis caught a fine looking trout measuring over fifteen inches and was so excited that he almost tipped the boat over. They recommend this place for a good vacation at low cost.

At a ball game on August 1, at Vernon Yard J. A. Logan threw the ball with such vigor that he broke his arm. We hope he recovers rapidly from his spell of bad luck. He is now at home and welcomes visitors. His address is 4614 Westdale Avenue, Eagle Rock.

J. Lerner and his wife and their dog Caesar vacationed in Oklahoma, Arkansas, and Texas, spending some time with relatives in the dust bowl. Here he became a regular farm hand for a month, doing the chores and living on fried chicken.

Details of a ball game between the Coach Supervisors and the Garage Scrubs are to be found in elsewhere in this issue.

Glenn Graham returned from vacation spent in El Paso and New Mexico. Not having his old pal, Al Brehm, with him, his stories of going through there in a covered wagon in '84 did not go over so big with the natives.

Jimmy Kresge, our amateur boxing manager, has been wearing a big smile lately. His fighter, Tony Calantwana won the Pacific Coast 118 lb. Amateur Championship the other

day. Jack Williams, heavyweight, and Ernie Rivers, welterweight, both scored knockouts.

J. D. Burns has returned from an extensive tour through the eastern states. On his return he met C. Holcomb in Salt Lake City and gave him a lift home.

F. W. Pope spent part of his vacation around Boulder Dam, returning here with his father who has mining property 25 miles from the Dam. After 125 degrees in the desert it seemed cool at home.

H. Lehnhart and his family were up at Big Bear on vacation. Howard in his modest way admitted catching a lot of fish. L. N. Kelley who returned from a trip to Colorado was not so bashful about telling of his heavy fishing.

We welcome the following men who have recently come to the Coach Division from other Divisions in the Company. D. J. Ryan, N. L. Hoskins, W. R. Dinsmore, D. W. Norris, M. L. Rise, J. H. Daly, H. A. Benny, M. L. Bradberry, C. Deaton, J. P. Pennington, W. O. Wolf, W. S. Knight.

Operator J. D. Burns, one day recently, demonstrated quite effectively that necessity is the mother of invention. While preparing to leave for work, Burns' watch suddenly stopped and refused to function. Glancing around in dismay, he spied the family alarm clock, grabbed it and ran. All day long it served as his time-piece and Burns will wager he did not miss any time-point by more than six minutes.

GARAGE

With vacation time coming to an end we find Andrew Seyferth and his wife returned from several weeks spent in Tennessee, Illinois and other eastern states. Bill Craig took his family to Yosemite and made camp. Mrs. Bear and her family moved in and the Craigs moved out without argument. John Marvel, who visited Yellowstone with his family, had no



Ken Strobel, Div. 5

“ . . . He's always forgetting something! . . . ”

trouble with bears because there people are put in an enclosure while the bears feed on the outside. Jimmy Deam vacationed with his family at Big Bear Park where he was almost roped in by a movie outfit on location. The D. J. Sullivans had plenty of fun at Arrowhead with their kayak. G. Penny took his family to Big Bear and also to Ucaipa to break the monotony of the daily routine. C. B. Lindsay spent his vacation with his family at Manhattan Beach, returning with a fine tan. H. Smith made a pilgrimage to Idaho with his family by way of Boulder Dam, coming home down the coast. Harry Van Den Burg spent his vacation in Colorado with his family. Floyd Nolf caught some baby fish at Bass Lake which photograph very nicely when held

forward close to the camera. M. McInally took a trip to Detroit. R. W. Anderson paid a visit to the old home in Iowa, stopping off in Kansas City to study the transportation system there. H. Nordmark visited New York and returned home by boat.

The Garage B. T. Softball team wishes to thank the Kline Outfitting Company for their generosity in donating bats and balls.

During the past few weeks several of the men in the Garage have enjoyed the relaxation of a vacation. Doyle Rishel enjoyed a vacation trip back to Pennsylvania, his first visit there since he left in 1912. He also visited the Painted Desert on the way back, bringing home a sample to prove it. Tom Casey took things

easy at Lake Tahoe. J. Smith of the storeroom vacationed at Yosemite and his fellow worker, E. McCurdy, took a trip to Arizona. Mr. and Mrs. Rowbottom spent their vacation among the Redwoods. Mr. and Mrs. Steen Parker enjoyed the scenic beauty of Colorado while on vacation. Walt Dewhirst went down to Coronado for relaxation. Bud Taylor made his annual visit to the Salinas Rodeo. E. Wetzler enjoyed two weeks of ocean fishing. J. Buchan took a trip up north to San Francisco and Sequoia. Ye Scribe and his bride spent their honeymoon at Catalina.

Hollis Creager has left us to work in the Post Office force, while the lure of the sea was too much for Claude Simmons who left to ship out in the merchant marine. J. Pjerrou has also left the service. New men filling these vacancies are W. Kelly and A. Leiser from South Park, and D. Pitts from Division Three. T. Ake of the Wash Rack is no longer with the Company. W. Penn from South Park fills this vacancy.

H. Perks received cuts on the forehead which required several stitches when he had a traffic accident with his car on his way home after work recently.

Scotty Crawford has almost given up his favorite sport—surf bathing. The other day he came in riding the surf, face down with only his head showing. A small boy mistaking it for a red beach ball, grabbed it and seeing his mistake apologized to Scotty.

We offer our sympathy to D. Pitts whose father passed away recently.

Joe Crawford has been loaned to South Park Shops to iron out the dents and wrinkles in new car panels. We hope that "Red" will not high-brow his friends in the Garage when he returns.

Mr. and Mrs. Chas. Hardy wish to thank the boys of the Garage for the fine wedding present, a late model Mixmaster.

A baseball circus between the Garage Scrubs and the Coach Supervisors was held at Centinela Park on August 13 with Norman Lane pitching for the Garage and Bob Coenan for the Coach Office. The Garage clowned their way to a score of 12 to 2 in their favour, with ringmaster Lentz cracking his whip. Home runs were grabbed by Benjamin Walters and "Sweet" William Wilson. F. Claudino robbed Bob Coenan of a sure home run by making one of those catches. A large crowd turned out and enjoyed the game.



FRED MASON

Scribe Fred Mason on vacation left for trip in Canada—T. C. Strobel working relief for Fred while he is away—we hope he will have a real enjoyable trip.

Vacations seem to be the topic of conversation these days and it seems as though everybody has either been, is going, or vacationing right now. Here's who they are, what they did and where they went.

Clerk C. F. Paine is back from Kansas City, and to use his own words, "glad to be back, where one can sleep nights." He brought his mother and dad back with him, their first trip to the coast, and to say that they like our climate is putting it mildly.

Foreman Jim Madigan is back from here, there and everywhere, and now the fish in the ocean can enjoy their vacation. Jim just kept them on the go night and day and had a great time.

Clerk Warren DeMuth is now enjoying his vacation touring the country with no definite destination in view, but he's just going places and doing things.

Motorman T. H. Hunter is back from a sixteen day trip up to San Francisco.



Raymond, four months old son of Motorman (Div. 5) and Mrs. E. L. Alexander.

Motorman Jimmy Waddell is traveling around Idaho and Montana, making Nampa, Idaho, his headquarters. He will be back around the end of the month.

For a trip back home to Hurdland, Missouri, Conductor J. G. Cupp took off forty days and will be gone the whole month of September.

Conductor H. Tinnemeyer is off for three weeks and he is going to take in the San Francisco bridges.

Conductor Tommy Owsian is finishing up his thirty days and will be back ere long. Tommy spent all of his time with his father-in-law, ex-motorman Chris. Hoffmeister, who has quite a ranch in Emmett, Idaho.

Conductor Ed. Moxley and his wife spent a very nice three weeks at Yosemite. Ed. is now back on the job feeling O. K.

Portland, Oregon, is quite a favorite with Conductor H. A. Chaudoir. He took off thirty days and is due back on September 8.

Conductor L. H. Smith got a hurry call to go to Canton, Illinois, an account of his wife's illness. Have not heard from L. H. since he left, so we presume and sincerely hope that

everything turned out all right. We expect him back about the first week in September.

Conductor W. S. Fulton took off thirty days to go back to Ashland, Wisconsin, and get a new car. We expect him back about the first week in September.

Motorman Ed. Cotterly had a great time in Sacramento, where he attended the American Legion State Convention.

Conductor G. E. Prier spent a very nice thirty days with his folks in Riverside, California. He's back on the job now.

On August 1 Conductor H. P. Casebier headed back for Detroit, Michigan, where he picked himself out a nice new car. From there he is going to head south to Central City, Kentucky, where he will visit a while with the folks. He will be gone sixty days in all and is due back on September 25.



Guy Gifford, Div. 1.
He hasn't missed one yet—J. D.
Donnelly, Traffic Inspector.

Motorman S. B. Smith is back on the job after spending a very enjoyable vacation, accompanied by his wife, up around San Francisco and Lake Tahoe.

Conductor C. F. Smith took the Walton Brothers out in his sixteen foot speed boat one afternoon recently. After a short tune-up away they went. They did not get very far, which was fortunate, as the motor quit on them and they discovered they were out of gas. They managed to get towed back into Wilmington in time to call in and get the first part of their runs filled. While the ride was short and sweet, they really had a good time.



ELECTRICAL



WALTER WHITESIDE

Vacations continue to be the main source of news again this month and here they are:

Albert Crum and family visited the High Sierras with great expectations but they all got away; however, a good time was had by all.

G. Sherrill reports a swell trip to Montana and an enjoyable visit with his folks.

F. U. Allie spent two weeks catching up on his sleep in the High Sierras.

W. R. Pollard says there is no place like the Redwoods for a real vacation.

Bob Bass spent a swell vacation visiting the local beaches that were holding beauty contests.

W. Drummond enjoyed a stay at Sequoia National Park.

Duke Cochran also visited Sequoia and inspected the San Francisco bridges.

J. G. Knapp enjoyed local trips in Southern California.

A. Herring visited all of the local beaches and took with him as his guest John Burke, former Load Dispatcher.

A. J. Helpes says it was the best

vacation he ever had; he visited his relatives in Sacramento.

George Willson's household evidently was divided as they spent one week at Sequoia and one week at the beach.

Phil Klingelsmith watched the mermaids at Catalina Island.

A. L. Barrett camped in the barren wastes of Mt. Lassen.

M. B. Smith just kept driving for two weeks and touched such points as Frisco, Redwoods, Portland, Reno, and Lake Tahoe.

O. Quigley rested in luxury at Glen Ranch.

Pete Goodas made local trips to the beaches and Catalina.

Ed. Gregory did a little fishing in Donner Summit Lake, and spent the rest of his time visiting in Nevada.

Sammy Van Den Burg intended camping for two weeks at Big Bear, but after two days he came home because he couldn't get the campstove to light or the tent to stay up.

Nels Lans enjoyed his trip to Vancouver, Canada.

C. Colen and C. Woelker rested up a few days at Mt. Baldy.

F. Main visited with his daughter and also did a little prospecting at Marysville.

Miss Howell basked in the sun at Coronado.

I. J. Booth visited San Francisco, making the trip on the New Streamliner.

E. A. Ness visited the Mammoth Lakes and the State Fair.

R. A. Horn wanted to see how enchiladas were made so he took in the sights at Ensenada.

F. I. Flynn visited Oakland and was on time to sit in on a wedding anniversary dinner.

F. Warrington spent his two weeks admiring the big trees and the Navarro River.

Congratulations are in order for Harvey Zehner who recently celebrated his 25th wedding anniversary.

While driving to work recently, Homer Runyon's car and another collided head on turning Homer over once. The car righted itself, where-

upon Homer continued to work.

If you notice Gene Laycox's half-starved look it is because he is batching while his wife is in Ohio.

Pete Schaap has just completed building a new home with all the latest modern conveniences. We are reliably informed that he is now in the market for a wife, and company employes will receive first consideration by calling at Pete's home and leaving applications. The location is the corner of Buckthorne and Myrtle Streets.

The streetcars must be on a "lay down strike" as there were two cases recently where the emergency truck was called to remove a mattress from underneath a car.

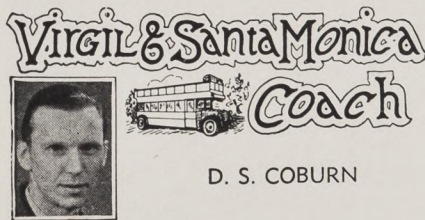
C. E. Martin spent his vacation measuring the circumference of the big trees in the Redwoods.

Elmer Tharp spent a week on the south branch of the Stanislaus River but was rained out and had to move to the north bank.

H. B. Runyon kept company with the bears in Yosemite Valley.

E. Caldares visited San Francisco to watch the emergency truck crews work.

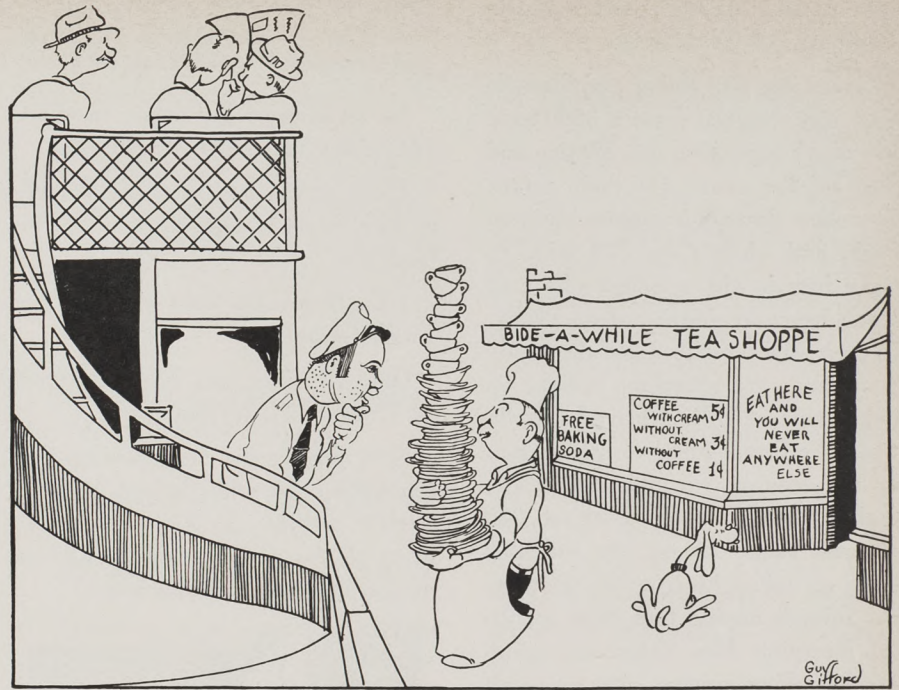
Miss Lander spent her vacation watching "Old Faithful" erupt in Yellowstone National Park.



D. S. COBURN

The dawn of Sunday, August 8, found about twenty-four Virgil Employes and their friends leaving Long Beach on a fishing trip. Each one had visions of making the biggest catch and winning the \$8.25 pot that was collected.

After picking up the live bait they started toward Catalina Island on a very smooth sea. About half way to the Island Skipper Barnes decided to give his all, much to the merriment of everyone on board. But he soon



Guy Gifford, Div. 1.

"Is it all right if I take some work home with me?"

was upright again and was able to enjoy fishing. Everyone on the boat except E. B. Logsdon caught one or more fish and for some unknown reason he didn't have a strike all day.

On the return trip the sea became very rough which slowed the boat down to about half speed, much to the misery of Skipper Barnes again. Operator O. R. Jordan was in the midst of a hearty laugh after ribbing the Skipper when he suddenly turned his head away from the wind and did his stuff among much cheering of the crowd. Jordan denies that it was he who was sick, claiming that it was someone dressed like him, but for some reason he couldn't make the story stick.

Everyone had a swell time and is looking forward to another trip soon, with the possible exception of Barnes.

Mrs. Culver, our Day Cashier, is driving about in a new Pontiac. She made a trip to Tuscon, Arizona, to pick up the new car and on her return decided to christen it by running over a skunk, which she now thinks was not such a good idea.

The much talked of Mono-Drive Automatic Clutch and Transmission

was demonstrated at Virgil Garage and drew much comment and interest from the men. The model is electrically operated and shows in detail the operation.

The offices at Virgil are undergoing a renovation, the general office having just been finished with new paint and indirect lighting. The desks have been moved to take advantage of the better lighting.

A few days ago one of our operators on the Crenshaw-Vine-La Brea Line was placed in a very embarrassing position but came through with flying colors, especially the color of his face during the incident.

It seems that a woman boarded his coach with her arms full of large and awkward bundles, the coach being quite crowded at the time she was having quite a struggle to get her purse open, only to find that she had no change, when she finally reached it. After a moment's hesitation as to what to do she requested the operator to take a bill from the top of her stocking which he did, much to the amusement of the other passengers. However, the operator handled the situation very tactfully and was com-

mended by his passengers and thanked by the lady in distress.

Dispatcher Bill Baker and his wife have just returned from a 3500 mile trip which took them into Mexico and then up the coast. On their return they came through Yosemite National Park, and while there Bill tried to make friends with a couple of young black bears by feeding them candy. In their eagerness to reach the candy the bears were standing upright on either side of Bill. When the candy was gone they refused to release him in the ensuing scramble the bears, each of which weighed about 200 pounds, came out on top and Bill came out minus his trousers, the playful animals having torn them off. In the meantime Mrs. Baker was standing by taking moving pictures of all that went on or came off.

The class in Highway Transportation has again resumed activities for the year, but the classes are still short of their quota required by the Frank Wiggins Trade School. If each class contains less than fifteen members it may be necessary to combine them.

The new drinking fountain has been installed in the train room at Virgil just in time to be appreciated during the recent hot spell.

MECHANICAL

Howard Wallace is in the East and will drive a new Dodge on his return.

Lu Powell spent his vacation in his new house trailer and says that he has at last found out how to really enjoy his trips.

Howard Davis is on a six weeks leave, part of which he intends to spend in the East.

Hank Thompson will never give up chasing deer over the mountain, or was it a bear, anyway he again returned with nothing but a pair of sore ankles.

George Clink was sent upstairs a few days ago to have the inventor, Art Paschke, show him how to make a

peach. George says to give him a little time he's sure that he will catch on.

Joe Grimsley enjoyed his vacation at Catalina and Lake Arrowhead.

Elmer Owen has been transferred to 54th Street Garage to be closer to his home.

John Tretow has been moved to the Virgil Garage.

Otto Draviner has been assigned as Third Shift Foreman.

Slim Fowler has been having the time of his life since he got the new electric welder. He keeps the shop lit up all day and can find a lot more things that need welding now.



H. I. SCHAUBERT

Les Sparks and party were very fortunate in arriving at a good anchorage in time to view the Newport Electrical Pageant. However, it was a one-sided affair, as the Sparks party had parked on the dark side. Hard luck.

Andy Egan, of the Engineering De-

partment, finally got mad at the old Paige when it failed him at midnight near Santa Maria. He now drives around in a new Super-Super Oldsmobile.

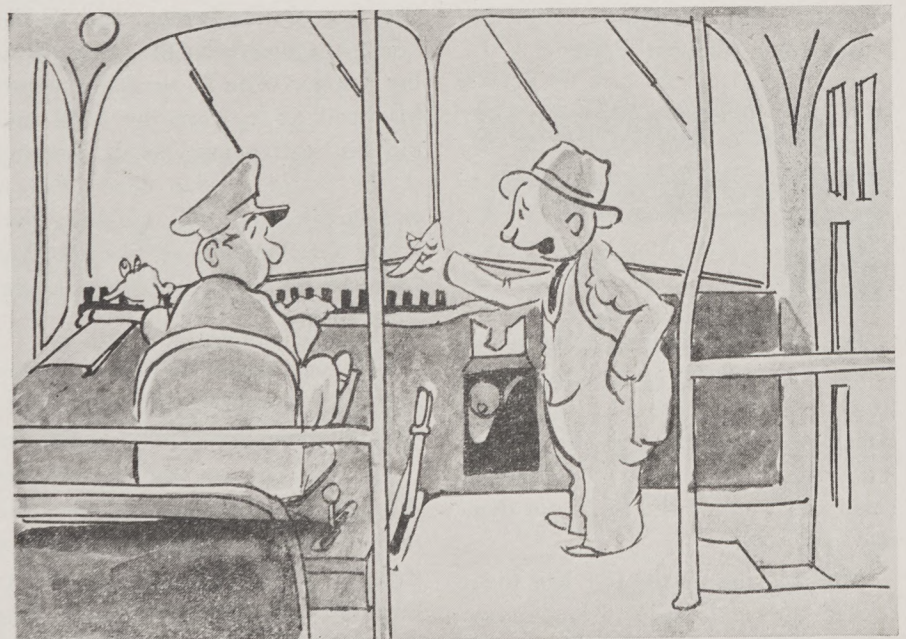
Harry Snow claims to have solved the vacation problem. He gathers up all available literature on the various resorts and then puts up his tent in the back yard, where he spends two weeks reading 'em. Should work o.k. for anyone with a vivid imagination.

Jimmy Watkins spent his vacation at Ensenada, Mexico. He claims he had plenty of bait, but the fish would not have any of it.

Charlie Harwood's vacation trip back East proved rather disastrous. He fell and broke his shoulder. He writes that he is recovering nicely and will return soon.

"Mac" Cavanaugh spent his vacation attending the V.F.W. Convention at Buffalo, New York.

Austin Fleetwood took his dog up to San Francisco to see the new bridge. A rather disappointing trip, however, as he was in a fog the greater part of a two-day trip.



Guy Gifford, Div. 1.

"You got more gadgets than a pipe organ—can't you play anything but 'Ding! Ding!'"

CLUB NEWS

(Continued from Page 25)

Just the same, you should have seen everyone limping around on Monday saying, "never again!" but maybe next year.

The club visited South Park Lodge twice during the month and conferred the third degree on Brothers James M. Hoffman of Division 4 and John "Scotty" Anderson of the Way and Structures Department. We also visited Henry S. Orme Lodge and conferred the third degree on Brother Ralph Minniear of Division 4.

WOMEN'S CLUB

By MRS. L. B. MEEK
Press Chairman

On August 5 the Club held a pot-luck picnic at South Park. Coffee and cool drinks were served and the afternoon was spent in playing games and cards. It was our first picnic but we hope to have many more like it. Those who were not there surely missed a good time.

The Los Angeles Railway Women's Club met in Severance Hall in the Friday Morning Club Building, 940 South Figueroa Street, on Thursday, September 16. One hundred and seven members and guests were present.

A piano and violin number was given by Mrs. J. M. Hawley, a member of the Club, at the piano, and her guest Miss Ann Neubeisser, on the violin.

Mrs. Jack Coward, another member of the Club, sang two numbers.

The musical program was followed by a moving picture in natural colors, titled "New Fashions in Food," by the California Fruit Growers Exchange. Miss Essie Elliott, Director of Home Economics of that institution, had charge of this part of the program and gave the audience many recipes for luscious food.

The next meeting of the Club will be held October 7 at 1:15 p. m., at the same place.

The speakers for this meeting will be Mr. Lucius S. Storrs, President of our Company, and Mr. Vierling Ker-

sey, Superintendent of Public Schools.

There will be several entertainment features under the direction of Mrs. Ben Fulton, Program Chairman.

Opportunity will be given to sign up for free classes in Millinery, Dress Making, Public Speaking, Home Decorating and Spanish, to be given in Room 309, Los Angeles Railway Building, under auspices of the Board of Education.

Members may bring guests who are eligible to membership.

AMERICAN LEGION POST 541

By R. H. MANNING, *Adjutant*

August 3—Regular meeting of the Post was held and some very important matters were discussed. The Stockton Convention Delegates were given their expense money with instructions to work toward having the National Convention in Los Angeles in 1938. Six outstanding Legionnaires were chosen at the Convention in Stockton to represent the 17th District at the National Convention which is to be held in New York in September of this year.

Fall in line and join Post 541. Let's make this an outstanding year for the LARY Post, and when the Department and National Conventions come here next year, we'll have a membership to be proud of. Members who have not obtained their 1938 reenrollment cards, please do so at once.

August 17—At a meeting held on this date, it was voted to organize a drill team—let's all get in on this.

Out of the forty-seven Posts, only nine received National Citation for the part they played in the Flood Relief. We are to be proud that LARY Post 541 was one of the nine.

Services Offered

Post 541 was in charge of the funeral services of Stith McDonald who passed away July 29. Services were held in the Ivory Chapel of Utter McKinley. The interment was private.

The Railway Legion Post has a committee which will assist at the funeral services of any employe of our Company. If this service is desired by any one, please notify Leo L. Leasman or R. H. Manning.

Regular meetings were held September 7 and September 21 with good attendance and several visitors. Comrade Nearing, Assistant Editor of the American Weekly Bulletin, was down and told why the Post should include it in their dues.

It was voted that we do this so now you will get the County Council paper every week with the news of all the Posts of Los Angeles County. The notices of your own Post will be in there so if you will look for them you will know just what to do and when to do it.

Our First Vice Commander and Membership Chairman Brooks has opened a membership drive with Commander Leasman as Captain of one team and Brooks Captain of the other, contest to close November 2, and the losing team to put on a dinner for the winners on November 11, just after the Armistice Day Parade.

Any Comrade changing address please notify R. H. Manning at Division Four, so that he will not miss getting the four papers you should have.

POST 541 AUXILIARY

By BETTIE LEASMAN

Past President Bettie Leasman and President Mary Young represented the Post Auxiliary at the Convention in Stockton. They report a successful Convention with the largest attendance ever on record.

The next regular meeting will be October 5, 8:00 p. m., Patriotic Hall, 1816 South Figueroa Street.

L. A. Ward 26 at Sawtelle Hospital has been adopted by our Unit. Hospital Chairman Pauline Chilcoat is planning at least two visits a month and the Unit is sending cigarettes and magazines. (Anyone wishing to give magazines to the Unit for distribution at the hospital please call President Mary Young at UN 8134.)

SERVICE TO OVER 200 SCHOOLS

