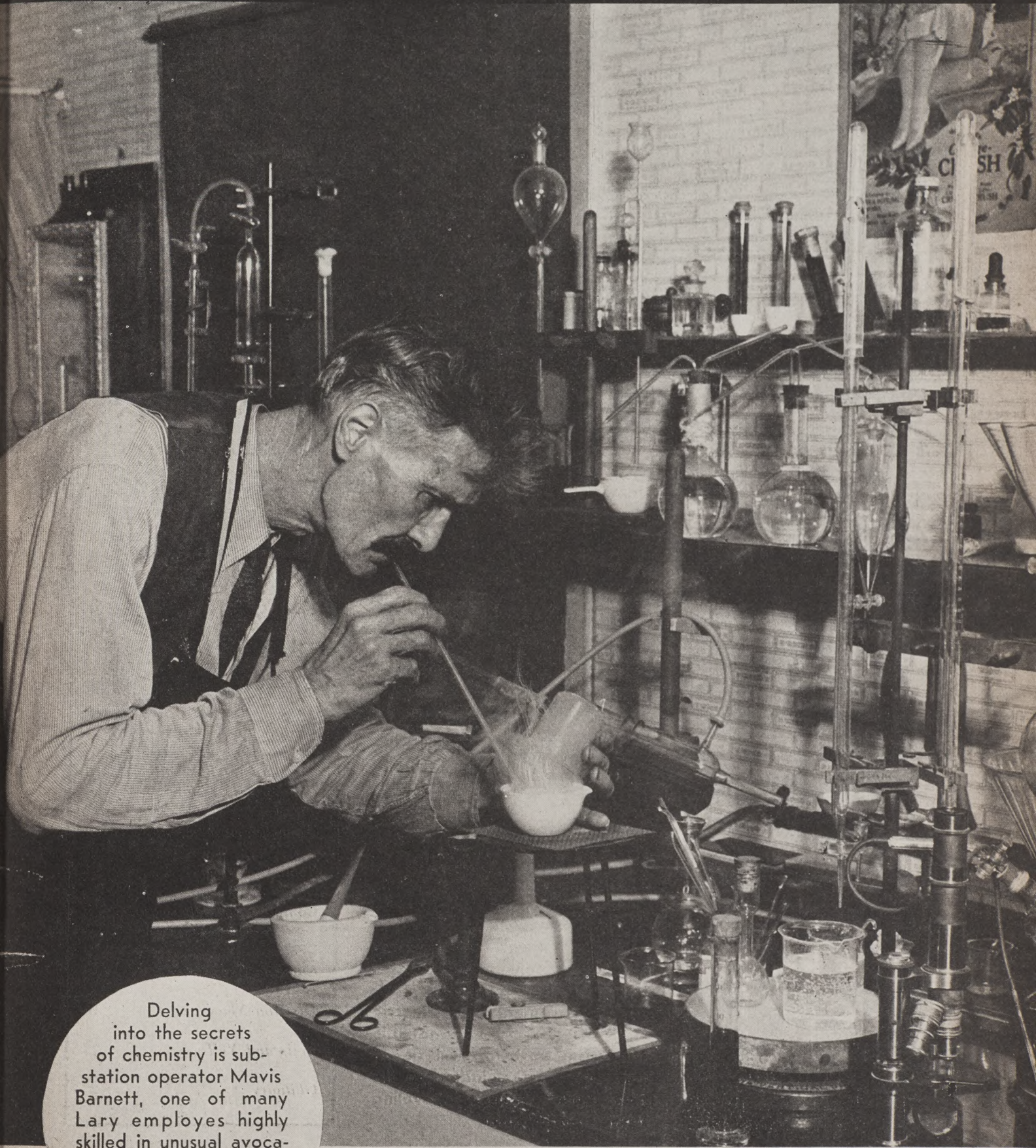


TWO BELLS



Delving into the secrets of chemistry is substation operator Mavis Barnett, one of many Lary employes highly skilled in unusual avocations.

STORY ON PAGE 10

Vol.19 August,1938 No.8

PHOTO BY HOWARD L. JONES



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

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FRANK C. LYDIARD, Editor

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Staff Photographer HOWARD L. JONES

Staff Artist GUY GIFFORD

DOUBLE PUNCHES

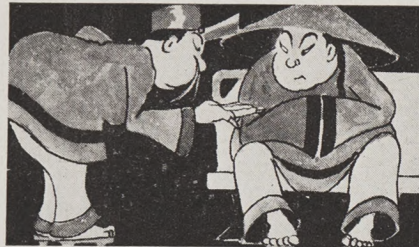
Delivered by MUELLER

... Some buses in Bratislava, Czechoslovakia, burn charcoal instead of gasoline. Fuel is poured in the rear tank and a fire built underneath. The lid is clamped down, depriving the fire of draught and preventing complete combustion. Unburned gas, passed through filters to remove charcoal dust, is drawn by supercharger into an automobile engine and explodes like gas vapor. Knocking and slow pick-up result but operating costs are low.

—(Nat'l Geographic Mag.)
 ... Railroads in Roumania impose a fine of approximately 20c on anyone caught without a lighted cigar, cigarette, or pipe in a smoker compartment.

—(Seven Seas)

... Many buses in Scotland employ bonnie lasses as conductor-ettes.



... When the first street cars were brought to Shanghai the roads were so bad that the cars had to be carried by coolies to their place of destination. The Shanghai bus company tried to introduce tokens but had to give up the idea. The nicely engraved tokens rapidly went out of circulation because the Chinese used them as gambling chips!—(China Weekly).

... The new subway in Moscow plans to have a special coach for children or mothers with children.

... Four-in-hand stage coaches will again travel along the romantic roads of Germany, according to a decree by the Postmaster General. The 15 coaches that will start the service are closely modeled after the originals, but with all modern improvements like electric light, ball-bearings and movable tops. The postillion will sit on top and blow melodies on his horn while leisurely traveling from town to town.



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One of the many
double deck
trams operated
by London Transport
Board.



HOW LONDON TRAVELS

STRANGE as it may seem, the actual City of London is only 1.06 sq. miles large. But Greater London, comprising the joint areas of jurisdiction of the Metropolitan and City police forces, includes an area of 693 sq. miles and an estimated population of 8,475,000 people. (Los Angeles City covers 441.69 sq. miles and a population of 1,489,238). Bigger still is the London Transport area, which is the territory over which the London Transport Board exercises control over all transportation facilities and which extends over 1,986 sq. miles and an estimated population of 9,575,000 people, making it the largest interurban transport system in the world. Its big red buses criss-cross London in every direction, from Watford to Bromley Common and from St. Albans to Caterham. The green coaches of the system (corresponding somewhat to our Pacific

Beginning a New Series Dealing with Transportation In European Cities

By HERBERT W. MUELLER
Virgil Coach Division

Electric lines) terminate at such places as Turnbridge Wells, Baldock and Aylesbury. Furthermore there are the trains of the Underground and the trams, the latter being fast replaced by trolley buses.

London grew slowly—from 1911 to 1936 the population of Greater London increased only by a little over 16%. Around 1855 the first horse-drawn buses made their ap-

pearance. They had an upper deck with uncomfortable "knife-board" seats and swayed dangerously like a frigate in a billowy sea. An iron stairway like a ship's ladder led upstairs and any lady who climbed the upper deck simply was no lady. A ride in the early gasoline-driven buses of the Vanguard Company were anything but a pleasure. They skidded so badly that they sometimes turned around completely, or the engine would give a last puff and no amount of tinkering and cajoling could induce it to resume its arduous labors. In 1910 the first standardized 34-seater bus was introduced to London traffic and today the modern 56-passenger Diesel-powered double-deckers are a familiar sight in London and take care of 55% of the traffic with trolley buses adding another 6%.

Before 1933 a keen competition had developed between the different

One of London's newest streamlined interurban trains.



types of transportation, especially between trams and buses. To meet the lower tram fares the buses would hang out a low fare sign on stretches where bus and tram lines ran parallel, only to take it down again as soon as they had the road to themselves. Such harmful competition and the realization that London transport facilities had to be coordinated led to the London Passenger Pooling scheme. This is embodied in the London Passenger Transport Act of 1933 which brought 92 separate transportation companies under one hat. The main part of the scheme is that each transport unit, after deducting Operating Allowances and Additional Allowances, puts its receipt in a common pool where it is divided on a pre-determined basis. Here are a few figures which show the enormity of the enterprise: The Board owns 3,154 subway cars, 6,454 buses and coaches, 2,060 trolleys, and 720 trolley buses. The Board's vehicles rolled up a total of 544,630,549 passenger service miles in 1937. 239 bus and 33 coach routes transported an average of five million passengers daily and in 1934 the London bus system carried more passengers than all United States

city bus services combined! 81,765 employes are needed to keep the company going.

Exasperating to London visitors was the haphazard way in which buses stopped. In the absence of regular bus stops one could never be sure where to get on. Frantic waving with an umbrella usually brought one of these vehicles to a dead stop, whether it was in the middle of the block or in the center of busy Picadilly Circus, which, incidentally is NOT a circus. Recently the Board has begun to place permanent stop signs on the street. They are of two types: "Bus Stop" on a white ground where buses stop whether hailed or not, and "Bus Stop—Request" on red ground where buses stop only when signalled.

Bus follows bus in endless procession, especially on such busy thoroughfares as Oxford Street, Regent Street or Grosvenor Place. Large numbers in front indicate the route while large indicator signs give the main points along the route. Passengers clambering aboard are warned by the conductor to "Owld tie!" which has to be interpreted as "Hold tight!" It is best to heed this warning because the old and winding

streets of London require a continuous turning and banking. Smoking is permitted on the upper deck (partially enclosed on some coaches, completely enclosed on others) and visitors prefer it because it affords an excellent view of the busy city life. After being seated the conductor appears to collect fares. These are based upon the distance travelled, the lowest being one penny (2 cents). After knowing the passenger's destination the conductor tears off a ticket the size of our hatchbacks on which as many as 65 route points are printed. He punches a hole at the point to where the journey is paid and puts the money in his large leather pouch. There are no transfers. Every once in a while a "jumper" (supervisor) gets on and checks the tickets, thus preventing over-riding. This fare system causes many Londoners to ride even short distances, as is shown by the fact that the average fare is 2 pennies.

Drivers sit in a glass cage in worldly aloofness and their only contact with the world is the muted conductor's bell. Conductors are known for their politeness and helpfulness but their accent is the despair of many a visitor. They have their own

way of pronouncing names and little can be done about it. A dignified old gentleman who was pained by the constant chant of "Benk" and "Obun", gave the conductor a shilling and asked him to pronounce it correctly "Bank" and "Holburn". For a while the conductor valiantly tried to earn his shilling but finally gave the money back to the old gentleman with the words: "Tyke it back, gov'nor, t'ain't worth it!" And lustily continued shouting "Benk" and "Obun."

Traffic congestion in the heart of London is so serious that the average speed of buses falls as low as 4 m.p.h. 50% of the board's railway traffic moves during 4 hours of the day while the rest is distributed over 16 hours. In order to equalize this tendency the railways have a special low fare during the day with the exception of the rush hours. Women shoppers are therefore induced to return home before the rush starts. When these hours roll around the board's equipment is taxed to capacity and innumerable "swingers" (trippers) have to be inserted. A recent check-up at one of the busy intersections showed that 4,858 buses and coaches passed that given point in

24 hours. Various devices have been tried to keep the dispatchers informed about the headways of the different lines. One of the latest is an arrangement in which an electric cable overhangs the street at a certain point and every bus passing under it makes a contact which is recorded on a clock. Since every line makes a different mark it is possible for the dispatcher to check the headway and correct crowding. It is also an effective check against "sharp-shooting".

That driving in such a city, and especially in a European city where taxis and private cars are driven much faster and more recklessly than in an American city, is not an easy job may well be imagined. It is understandable why two employes, one driver and one conductor, received the Order of the British Empire, the first for driving 15 years without an accident and the latter for an equal period of "unfailing courtesy". In the spring of 1937 the drivers demanded a seven-hour day and slower schedules. When the company could not see eye-to-eye with them, they struck. Strategically the time was favorable because millions of visitors had poured into London to attend the Coronation ceremonies. But

Londoners thought such tactics decidedly not cricket and, feeling the popular ill will, the bus men abandoned their strike after a month without having gained their objective.

Trolley buses have met with instant popularity in London and more and more trolley lines are converted into trolley bus lines. These buses are enormous double-deckers, carrying 70 passengers. 170 route miles are now in operation serviced by 720 vehicles. It is estimated that by 1940 there will be no more trolleys in North London.

The cost of rearmament exacts a heavy toll from every Englishman, the world's most heavily taxed individual. 8½% of the national taxes are drawn from automotive sources, and when in May of this year Sir John Simon raised taxes, the London Transport felt the heavy hand and had to raise its fares. Gasoline costs about 35½ cents for a United States gallon. But rich or poor, they all have to contribute. A man earning about 25 dollars a week has to pay about \$15.00 a year income tax. The average pay of a London Transport Board employee is 4,2s, 9d a week or about \$20.10. It has to be con-

*A double-decker
coach.*

*Note the spruce
military appearance
of the Operator and
Conductor.*



sidered that the purchasing power in comparison with American money is just about half according to the findings of the International Labor Office in Geneva.

Every bus driver is trained at the famous "skid patch" at Chiswick. This testing ground simulates every possible traffic emergency and the emergency and the reactions of the drivers are carefully charted. The road is of glassy smoothness and is covered with soft soap to create the worst possible driving conditions. The driver has to approach an intersection at 30 m.p.h. and is suddenly stopped by signals or a dummy pedestrian. This proving ground is invaluable in fitting their drivers for the difficult job and that it brings results is shown by the fact that 73% of the drivers completed the year without a chargeable accident. Three drivers have a 19-year record of freedom from blameworthy accidents.

That Londoners are forgetful is shown by these figures from the Lost and Found department for one year. Found were 12,000 umbrellas, 500 walking sticks, 1000 articles of jewelry, 2400 attache cases, 10,000 pairs of glasses, 12 sets of artificial teeth, 6 perambulators, and 6 bicycles. Unclaimed articles are later sold and parts of the proceeds donated to employe welfare.

The company does much to alleviate the hardships of this nerve-racking business. There are 81 canteens where men may relax and eat at cost. Some of these canteens are on wheels and go to outlying points where there are no facilities for rest and food. 10 sporting grounds, covering 123 acres, give employe a chance to stretch their limbs after a week's work. After being in the service for more than a year they are granted a 14-day vacation a year. The company also operates a convalescent home in Kent, called Philbeach. Many of the men have hobbies which fill out their spare time. One, for instance, is an expert in modeling ships and has become quite accomplished in ship construction from Ro-

man galleys to Nelson's fleet. Some of his models are in local museums. One conductor paints in oils and water colors and had two of his paintings accepted by the Royal Academy. These men find pleasure and relaxation from strenuous work in such activities.

There are many more interesting facts about the greatest inter-city transportation system in the world but space does not permit to go into any more details. Anybody who is interested should read the magazine "Pennyfare," which is on the shelves of our library.

In presenting the foregoing article which is the first of a series dealing with European transportation systems, we introduce to you a young man who, in addition to establishing a fine record with Virgil Coach Division, is by way of becoming an authority on the operation of foreign street railways through dint of much research on the subject—Herbert W. Mueller.

Mr. Mueller, at our request, has forwarded us the following brief sketch of his personal background.—Editor's note.

"My maternal grandfather drove the stage coach from Stolp, Germany. My father was a horse-car conductor, later a motorman, for the Berlin Omnibus Company. Then he made himself independent and operated a fleet of taxicabs on the streets of the metropolis. I myself arrived on schedule on October 27th, 1904 in Berlin, Germany and at once proceeded to grow up. After conquering the different grades of the Gymnasium (High School and Junior College) my teacher, upon parting, expressed grave doubts about my future success on account of inability to conjugate irregular French verbs. Having escaped the big tussle in Europe by a few years did not wait till it would catch me on the rebound, but set sail for the U. S. where peace prospects looked somewhat brighter. Arriving in San Francisco in 1923, I was in the first

year in mortal fear of street-car conductors who tried to engage me in a conversation. Not understanding a word of their fast and slangy monologue I usually waited until the conductor laughed and then laughed in return—this being a safe way of keeping the fellow in good humor, I thought.

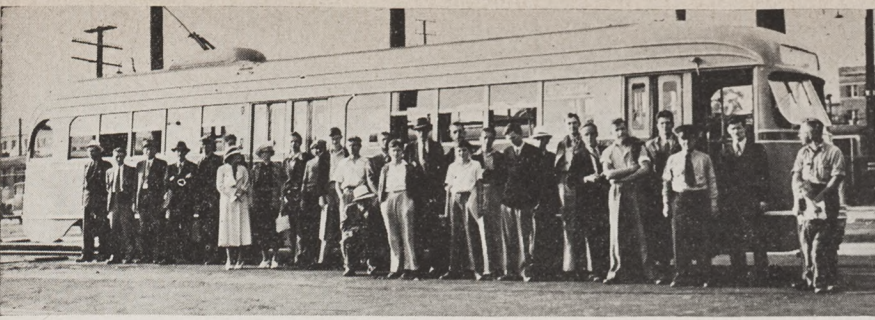
"In 1932 came to Los Angeles and found it hard going until I entered the service of the L. A. Motor Coach Virgil Division in 1934.

"My interests are varied and my room is so littered with books, magazines, clippings, pictures, reports and pamphlets that my wife has threatened more than once to move me and my collection to the garage to get order in her house.

"Becoming more and more interested in mass transportation and its problems I looked back to the old continent and decided to find out how they did things over there. After spending many days in the libraries and writing personally to European transportation companies for information, I felt like an archeologist who has to sift tons of earth to find some fragments of an old vase. Very little information on these subjects is available or is so scattered in various magazine articles that it takes much time to unearth it. Some of the things found are presented in the accompanying articles and in the column "Double Punches".

"I think the methods of handling mass transportation in different cities are highly interesting and reflect the temper and idiosyncrasies of the particular nation. The Parisians, for instance, think the double-deck bus 'unsafe' and have discontinued it. They evidently consider the hair-raising antics of their taxicab drivers as some sort of asphalt polo! The Chinese are leisurely in travel, the Germans punctual, the Swedes artistic. And so it goes.

"The writer hopes that his findings may interest his fellow workers in showing them the activities of transport employes in other parts of the world."



A group of Railroad Boosters just before their Lary excursion.

CLUB TAKES TRIP OVER LINES

Local "Juice Fans" went streamline on Sunday, July 24, when Railroad Boosters conducted its first excursion over the lines of the Los Angeles Railway, using P. C. C. Car No. 3060 for the running. The eight hour jaunt covered over fifty miles of the System and included tours through the South Park Shops, Vernon Yards and three of the Company's five car houses.

The fans were tutored, throughout

REBUILDING PROGRAM COMPLETED

On August 11, 1938, the last of the 60 type-"K" cars was completed in the program of converting these cars from the original two-man type to the one-man-two-man type.

The cars are now known as the "K-4" and are similar in operation to the type "H-4". They are fully equipped with folding steps, double electro-pneumatically operated doors at front and rear and full safety features. They are also equipped with modern lighting which gives approximately 20-foot candles on a reading plane.

The completion of this program makes a total of 398 cars that have been converted from the two-man type to the one-man-two-man type operation. This program was begun in 1932, and car No. 1201 was the first car converted. Subsequent to that time 214 type-"H" cars, one type-"L", two type-"M", 120 type-"B", and 60 type-"K's" were completed.

the day, in the science of street railway operation by Equipment Instructor F. H. Markley and Inspector J. K. Hagen, while the shop tour was supervised by Superintendent of Equipment H. E. Jordan, Assistant Superintendent J. T. Watts, and others. Here were seen cars and equipment in various stages of repair, as well as cars being rebuilt in the Railway's program of modernization and improvement.

The speed and maneuverability of the P. C. C. car were amply demonstrated in the course of the day, while No. 2601, an experimental car, gave the group a flying run over the suburban Hawthorne Line.

J. Knight, (left) and Earl L. Davis inspect one of the last cars completed in recent modernization program.



Survey Taking Place

Designed to determine the riding habits of those making use of local transportation lines, a survey conducted by a Board of Transportation Engineers appointed by the Mayor is conducting a city-wide check. Working with the board will be officials of the W.P.A. and a Citizens' Transportation Survey Committee. It is hoped that this study will indicate the trends and factors contributing to public riding habit.

It is expected further, that through study of the data obtained from the survey, valuable recommendations may be made toward more effective use of travel facilities and development of future transportation.

Questionnaires will be submitted to riders on all the cars and coaches of this company, the Pacific Electric, Los Angeles Motor Coach Company, and Motor Transit Lines, with the request that passengers fill these out and return to representatives of the city's Department of Public Utilities and Transportation.

LARY POST 541 AMERICAN LEGION

Regular meeting was held Tuesday, August 16th, with one of the best turnouts of the new year. Three new members' applications were accepted and two were present to receive the obligation given by Commander Brehm. This will be the last issue of TWO BELLS you will receive before the big Convention which opens September 19th. If any of you Comrades have not registered, do so now and avoid the last minute rush. If you have friends who would like to register, they may do so by paying the \$2.00 fee and receive official badge, program, and reserved seat in the Coliseum for the big parade on Tuesday, September 20th, also for the drum and bugle contests which will be held there.

The past year has been a very good one for Post 541 has received several citations, both from the Department and the National Headquarters. The membership has doubled and will even go better in 1939 as there is plenty of pep and go and we are having some real times.

Don't forget the big show being put on by the Post September 10th, proceeds to be used for child welfare and rehab work.

Our Squadron is moving right along. Several new members are coming in and the boys will be in the parade as well as the Post and Auxiliary, and the ladies have snappy new uniforms.

Don't forget the Department Convention in Santa Monica September 16th and 17th. On the 17th there will be a big S.A.L. parade September 18th Legion Memorial service in Hollywood Bowl and your registration ticket will admit you.

Comrade R. G. Copeland will be the first member to receive paid up 1939 membership card as he won the raffle at last meeting. Come out and try your luck.

WOMEN'S CLUB

By MRS. R. J. PLATNER

The first club meeting of the year will be held at 1:30 P.M., September 22, in room 309, Los Angeles Railway Building.

Let us start the new year with a big attendance.

There will be an interesting program, followed by a "social hour" and refreshments.

POST 541 AUXILIARY AMERICAN LEGION

Well, our officers have been installed for another year and we are on our way for a big year. At our last meeting a membership contest was started with Mrs. Pauline Chilcoat and Bettie Leasman as captains and the teams helping their captain win the membership campaign, for the losing team will have to serve the winning team with a dinner. The contest will close December 15th, 1938. May the best side win. Child Welfare chairman, Mrs. Elizabeth Hinson, with the assistance of the unit, is busy helping to get three children ready for school. Mrs. Pauline Chilcoat is getting her year's work planned for both veteran hospitals at Sawtelle and San Fernando.

September 16 and 17 will be the Department Convention at Santa Monica, and September 19 to 22, the National Convention will be held in Los Angeles. The national parade south of Washington on Figueroa street and will move south on Figueroa to Park Drive and west to Menlo and into the Coliseum. This will be a grand affair and all should try to see it. Our unit is getting some beautiful new uniforms so we will be able to march in the parade. We are all preparing for one grand and glorious time.



Regular Meeting of the Association will be held in Room 309, Los Angeles Railway Building, on Tuesday, September 20, 1938.

Officers will be elected for the coming year and plans for important work will be discussed.

It is important that every member be present at this meeting, the beginning of our sixth year.

D. L. GRAGG,
Secretary

VETERANS CLUB AUXILIARY

By MRS. T. V. MADIGAN, *Secretary*

The regular meetings of the Auxiliary will be resumed in September, commencing Tuesday, September 13th.

All members and fellow employes are urged to attend the Lawn Party to be held at the home of Mrs. C. W. Hannon, 148 West 109th Place on Saturday, September 17th. The committee is working hard and guarantees a very enjoyable evening. Don't miss this party. A nominal sum will be charged and the proceeds will be used for the kiddies' Christmas Party and for Christmas Baskets for the needy.

September promises to be a really busy month. On September 25th the Veterans' Club, in conjunction with the baseball teams, is arranging a trip to Catalina Island. All members of the Los Angeles Railway family are invited to make the trip. See members of the Club for information regarding transportation, tickets, etc.

Let's start the Fall Season off with a one hundred per cent attendance at the first meeting.

DIVISION FOUR CREDIT UNION REAL SUCCESS

Motorman Frank Preston started activities that have resulted in a new organization: the Lary Four Federal Credit Union, which like 8000 other Credit Unions operating under Federal and state charters, is a cooperative association organized for the purpose of promoting thrift among its members and creating a source of credit for loans for provident or productive purposes.

When it appeared that Division Four had all the "ingredients" of a strong credit union but lacked a promoter, Frank signed up a handful of charter members. When the charter arrived he called twelve interested fellow workers to an organization meeting. That was on August 1.

Samuel X. Mitchell, a federal supervisor representing the Credit Union section of the Farm Credit Administration, gave the men a brief outline of the duties of each official, the board of directors, the committees and assisted with the elections. Frank graciously declined the presidency but was later persuaded to accept the office of clerk. The following were elected to offices:

H. L. Barden, President; F. W. Preston, Clerk; L. D. Gordon, Treasurer.

Board of directors: H. L. Barden, F. W. Preston, L. D. Gordon, W. G. Light, W. Z. Cleveland, T. W. Eckert, J. B. Campbell.

Credit committee: J. B. Campbell, E. B. Weaver, H. L. Barden.

Supervisory committee: C. Boyer, C. J. Knittle, R. W. Birchell.

On August 12, the Lary Four Credit Union was declared open for business. 170 men applied for membership and \$524 was deposited. Others are gradually coming in and the last report showed over \$500

ACCIDENTS PER 10,000 MILES RUN

JULY 1938

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

DIVISION 1	THIS MONTH	XXX	3-0
	LAST MONTH	XXXXX'	4-1
DIVISION 5	THIS MONTH	XXX	3-0
	LAST MONTH	XXXXY	3-7
DIVISION 4	THIS MONTH	XXXXY	3-7
	LAST MONTH	XXXXXY	4-7
DIVISION 3	THIS MONTH	XXXXX	3-9
	LAST MONTH	XXXXY	3-5

already out on loans and the required cash reserve in the bank.

Motorman Frank Preston may well be proud of the enterprise he started. The success of this new unit of the Federal Credit Union is practically assured.

HOLDS SECURITY CARD

Claimant to the title of youngest holder of a Social Security Card is Valerie Marie Dyer, who at the age of eighteen days, took the part of Anne Shirley as a baby in RKO's latest picture "A Man to Remember."

Valerie's parents are Motorman, (Division 3), and Mrs. T. E. Dyer.

IDEA

Solution: The Philadelphia Transit System has decided that size instead of age will be the determining factor in letting children ride free on streetcars. In each trolley, the company will install bars 35 inches high. All children able to walk under them will not be changed.

TRADING POST

FOR SALE—Francotte high grade double-barrel shotgun. Highly engraved, excellent condition, originally cost \$300. Will sell cheap. Also hollow surf board, highly finished with marine varnish. Length 15 feet 4 inches. Width 19 inches.—M. V. Lehmann, 16th St. Garage, or call PR-6561.

FOR SALE—Late 1936 Indian Sport Scout. Has safety bars, speedometer, magneto ignition, and other extras. 4,000 miles. Cost \$265.00.—Conductor Wilke of Division No. 4. 4905 South Van Ness Ave. VE-1433.

FOR SALE—Pekingese Puppies and grown dogs. Registered A.K.C. Show type. Reasonably priced. Apply A. G. Dickenson, Division 3. 10607 Grevillea Ave., Inglewood, Calif.

FOR SALE—2 full-size baby beds, good condition. 1 large play pen and several other miscellaneous items, all or part at very reasonable prices. Call E. J. Miller, Station 203.

CHEMISTRY AS A SIDELINE

Fully Equipped Laboratory Aids Research

By C. J. KNITTLE

IN a small, well-built structure in the rear of his home at 132 South Indiana Street, Mavis Barnett, Los Angeles Railway sub-station operator of 28 years service, keeps pace with the scientific world in its relation to chemistry.

For forty-five years, Mavis has devoted his periods of leisure to the general analysis of organic and inorganic chemistry: volumetric, gravimetric, fluorescent and general research. More recently he has become interested in hydroponics, the raising of plants without soil by the use of chemical solutions. But let us get a broader view of chemistry as a whole before going further.

NEW KNOWLEDGE

Chemistry began as a secret science. The early chemists concealed their knowledge—and more often their ignorance—under a cloak of symbols and ciphers of the most mysterious and awe-inspiring sort. But now the Black Art has been opened to daylight. The modern chemist is more anxious to tell people what he knows than people are to listen to him. He still uses symbols and has a fondness for long words, but these are designed to reveal, not to conceal.

EASIER THAN BELIEVED

Still there lingers about chemistry something of the witchery of its antiquity. It has the air of being much harder to understand than it really is.

The curious structural formulae of organic compounds are no more difficult to work out than a Chinese puzzle and quite as much fun.

DEVELOPS MENTAL INDEPENDENCE

Chemistry is especially fitted to give training in the scientific method, for it is experimental from the start. Properly taught—or rather properly learned—it inculcates self-reliance and independence of thought. If the novice will take the instructor's word for the names of things and follow the advice of a book as to what experiments to try, he can find out and think out the most important part of the science for himself. He can work out a system of analysis by testing known substances in a systematic way and then when he enters upon unknown mixtures he can attack them with the courage of self-confidence. The student of astronomy never gets a chance to handle a star, or even an asteroid. But the substances that the chemist studies are always weighable, usually tangible, generally visible and frequently smellable. The student of geology never has the opportunity to make a mastodon and all he knows of a volcano or a geyser is the picture of it. But the Freshman chemist makes oxygen the first week and if he gets through the term without making a volcano or geyser he is lucky.

PROFESSIONAL EXPERIENCE

Strangely, yet all the more notable, Mavis Barnett's career as a chemist did not begin in a college laboratory. Born in Montgomery, Alabama, in 1879, the family nine years later moved to Denver, Colo-

rado. After finishing elementary school, Mavis entered the employ of the Valverde Chemical Company where, for two years he served as apprentice in the manufacturing of heavy mineral acids. Later, he accepted a position with the Denver Fire Clay and Chemical Company, remaining there ten years. It was during this period that he began developing a laboratory of his own and concentrating his research on high explosives. Among his accomplishments of World War days, Mavis developed a fast-spreading gas which, if used, would have brought instant death to every enemy it contacted.

COMPLETE LABORATORY

Mavis's laboratory today contains every required instrument or device for complete analytical and research work: retorts, mortars and pestles, nitrometers, barometers, beakers, test tubes, burettes, balances, Bunsen burners, precipitation tubes, Florence flasks, separatory funnels, gas generators, fractional distillation flasks, crystallization jars, a thermograph, Soxhlet extractor, microscope, Pycnometer for taking specific gravity, volumetric flasks, and many other pieces of modern chemical apparatus. Lining the walls are two well-appointed cabinets, one containing his hundreds of bottles of chemicals and the other, his library of hundreds of books and periodicals published by the American Chemical Society of which, for seven years, he was a member.

"I tell you it keeps me hustling to support two wives."

"You don't mean to hint that you have turned bigamist?"

"Oh, no. My boy William got married a couple of weeks ago."

Complete Softball Season

By CHARLES H. HARDY

THE Softball League's schedule was completed August 5th with the Garage team remaining undefeated. As they won both halves, the necessity of a play-off was eliminated. The second half of schedule proved more exciting than the first. The Car Cleaners, who had finished next to the bottom in the first half, played their way to next to the top in the second. Their last two games with the Garage resulted in a close score of 2 to 1 and 2 to 0 in favor of the Garage. The Car Cleaners were out to hand the Garage their first defeat when Gene Lockeridge, the Garage pitcher, appeared in brightly colored silk pants. The Cleaners claim that this display dazzled their eyes to such an extent that they settled for the above score of 2 to 0.

The only no-hit, no-run game during the season was pitched by Norman Lane of the Garage, shutting out Division 5 by a score of 5 to 0. Only one Division 5 player reached first base, this by an intentional base on balls in the seventh inning. The Office team was on its way to the top until it lost its pitcher.

Nels Lane, manager and pitcher of the Electricians, deserves a lot of credit for pitching all their games and keeping his team right in the running.

Division 5, unfortunately, got off with a bad start in the second half when its pitcher met with an accident and was out for several games.

Smith, Manager and Pitcher for Division 4, started to round his team in good shape towards the second half. However, every time they had a game practically in the bag, hard luck would pop up leaving them on the small end of the score.

Motor Coach, under the able managership of Marshall Chamberlain,

LEAGUE STANDINGS

TEAM	W.	L.	PCT.
Garage	27	0	1.000
South Park	19	8	.704
Division 5	17	10	.630
Electricians	16	11	.593
Motor Coach	15	12	.555
Car Cleaners	14	13	.519
Office	13	14	.481
Division 4	10	17	.370

played good ball all season and was a hard team to beat. South Park could have tied the Car Cleaners for second place in the second half but had to forfeit its last two games, dropping them into third place. Several games were played with outside teams. In their play with the Plomb Tool team, the Garage suffered its only loss of the season with a score of 5 to 3 against it. Another spectacular game was played between the Garage and the Colletti Transportation, who imported Spec Meadow, the outstanding pitcher from Loyola ball park. The Garage boys pounded him for 8 hits, winning the game by a score of 4 to 0. An All Star team, composed of the best players in Lary League, with Nels Lane as pitcher, played the Garage with Lockeridge pitching. A rally by the Garage in the 2nd inning, with two runs in, a home run by Crawford with two men on bases netted 5 runs. Bob Jeffrey also knocked a home run and when the dust settled the score was 9 to 1 in favor of the Garage.

Several exhibition games will be played by the Garage team before entering the Hearst tournament eliminations. New short leagues have been formed to wind up the remaining summer nights. The American League includes the Car Cleaners, the Office, Division 4 and Garage (Second). The National League is made up of the Electricians, Motor Coach, Colletti and South Park.

Winner of each plays off best out of three for the winner of the Leagues. Twelve inch ball and 60 foot bases will be used. Games will be played Tuesday through to Friday evenings at 7:30. Leagues will end their games September 30. Ed Lentz, League manager, wishes to express his thanks and appreciation to all the players, managers and the management for making this first season of Lary Softball a great success. He hopes to see you all again next season and enjoy the good fellowship of the League.

CATALINA CAVALCADE

As a fitting reward for their efforts throughout the twenty-weeks season which will close September 4, the ballplayers of Lary League and their ladies will participate in a trip to Catalina, September 25, as guests of the Los Angeles Railway Company.

Midway on the voyage, Manager of Operations C. E. Morgan will present the trophy to the champions. Short addresses will be made by Superintendent of Transportation L. L. Wimberly, Superintendent of Motor Transportation F. C. Patton and Assistant Superintendent of Personnel Eric Kenway. Master of Ceremonies Billy Vejar will present several highly talented vaudeville numbers and excellent dancing may be enjoyed.

All employes, their wives and families, may enjoy this fun-fest and outing. Tickets for the complete trip (Los Angeles to Catalina and return) will be sold at the Division offices, \$1.00 per adult and 50 cents for children under 12. Free bus transportation from each Division to Catalina Terminal and return will be provided by the management and the cavalcade will be escorted by motorcycle officers of the Los Angeles Police Department.

The Veterans Club, Ladies' Auxiliary, and Los Angeles Railway Post No. 541 American Legion, have voted to join the party.

(Continued on Page 23)

IT'S THE LAST LAP FOR BASEBALLERS

By C. J. KNITTLE

FOR some weeks past Lary League officials have hoped that, if the cancelling of the August 28 games would not alter the standings of the teams holding first or second place, the season would be closed to permit players to enjoy their vacations before summer is over. The turn of events, however, has made this impossible.

Division Three team is one game behind Vernon Yard for top place but the Division Three lads are protesting a game which they lost to Division Four on July 24. A hearing has been granted them. The game will probably be re-played on September 4 and if the Division Three boys win, they will be tied with Vernon for the lead. A play-off game will then be arranged to decide the Championship.

Division Five has definitely nosed Division Four out of third place although their game on July 31 wound up with the score tied, 6-6. The battle evidently crippled Division Four for the balance of the season. Two weeks later, the Division One boys out-scored them, 4 to 1, and on August 21 the Vernon Yard lads trampled all over them with a score of 13 to 2.

The fifth, sixth, seventh and eighth places in the standings continue to be held by Division One, 16th Street Coach, Virgil Coach and South Park Shops, respectively, and the teams will probably end the season in that order.

The scores, highlights and present standings follow:

AUGUST 14 at 9:30 A. M.

	R	H	E
Virgil Coach	003	000	0—3 5 9
Division 5	440	021	x—11 9 4

Batteries: Cox and Dossey, Daughters; Templin and Cranston. Umpires: D. Widner and Held.

Boone and Hendricks collected four of the Coach team's five hits, each taking two hits out of four trips to the plate. Smith led the Division 5 hitters with two out of three times up, one a homer in the fifth scoring Ullrich. The Division Five lads also took credit for a double play in the fourth inning, a fly to Ullrich to Marsden.

At 12:00 M.

	R	H	E
Division 4	100	000	0—1 2 11
Division 1	120	001	x—4 7 4

Batteries: Vance and Stevers; Means and O'Neill. Umpires: Kemp and Held.

Waggoner and Gracin collected the two hits for Division 4. One by Gracin was a double. Beckett for Division One collected three hits out of four times up and led his teammates. Means pitched an excellent game.

This was Harmony Post No. 504, American Legion Day at the Ball Park. Commander Costello was Guest of Honor and W. C. Coulter was Master of Ceremonies. Commander Costello addressed the crowd and an entertainment of music and song was presented by Ventura Saiza, guitarist, and his three little daughters, Theresa, Ramona and Suzanna.

At 2:30 P. M.

	R	H	E
Division 3	221	111	0—8 12 1
Vernon Yard	000	100	0—1 6 4

Batteries: Woodward and Barnett; J. Saiza, Peralta and Quihuis. Umpires: Kemp and Held.

Schmidt and Matzner of Division 3 each collected three hits out of four times up. Two of Matzner's hits were doubles and the other a triple. A double-play was manipulated by Division 3 lads in the seventh, Woodward to Barnett to Broman. The Vernon boys failed to get a hit from Woodward in the first three innings. Later, Carrillo, Rodriguez, G. Manriquez, Carpio, Quihuis and "Pinch-Hitter" M. Saiza made one hit each. The Vernon lads also made a double play in the third, Carrillo to S. Manriquez to J. Saiza.

AUGUST 21 at 9:30 A. M.

	R	H	E
16th St. Coach	102	440	1—12 10 1
South Park Shops	100	001	0—2 6 6

Batteries: Murray, Little, Stoner, Crownover and Welsh, Braund; Burgess, Locke and Frevogel. Umpires: Hess and Held.

LEAGUE STANDINGS

	W.	L.	Pct.
Vernon Yard	12	2	.857
Division Three	11	3	.786
Division Five	9	3	.750
Division Four	8	5	.615
Division One	4	8	.333
16th St. Coach	4	9	.308
Virgil Coach	3	11	.214
South Park Shops	1	12	.077

Frevogel led the Shops attack with three hits out of three times up. In the fifth inning the Shops boys manipulated a double play, a fly to Lynch to Ross. Crownover and Stoner led the Coach hitters, each making two out of three times up. The Coach lads also completed a double play in the third, Nelson to Little to Weide.

At 12:00 M.

	R	H	E
Division 3	000	100	0—1 7 4
Division 5	200	004	x—6 6 1

Batteries: Woodward and Barnett; Templin and Cranston. Umpires: Rice and Held.

Andrews led the Division 3 attack with three out of three times at bat. Burke of Division 3 hit a homer in the third with nobody on. Ward of Division 5 made two hits out of two times up, one a homer scoring Smith and the other a triple with nobody on.

This was Los Angeles Railway Veterans Club Day at the Ball Park. Commander W. H. Hollenbeck was Guest of Honor and Junior Past Commander L. E. Barkley was Master of Ceremonies. Short addresses were made by Superintendent of Transportation L. L. Wimberly and Mr. Dan Healy, Superintendent of Division Three. A field drill was presented under direction of Captain Edward Roche. Mrs. David Laird presented "Hill Billy Music," playing the harmonica and guitar simultaneously; and Tommy Harris presented a rather original "Soue Dance."

At 2:30 P. M.

	R	H	E
Vernon Yard	231	060	1—13 17 3
Division 4	000	200	0—2 4 9

Batteries: Peralta, J. Saiza and Quihuis; Vance, Curry, Lipscomb and Stevers. Umpires: Rice and Held.

Carrillo of Vernon collected five hits out of five times at bat. The Division 4 lads were credited with two double plays, the first in the fifth inning, Hipes to Weir to Vance, and the second in the sixth inning, a fly to Lipscomb to Vance.

These tabulations are carefully compiled by Clayton (Pinky) Meloy, Official Scorekeeper, a son of William Meloy, Division Three Switchman.



South Park Shops Team

Front Row (left to right) N. C. Farmer, L. M. Kelsey, B. K. Miller (Mgr.), T. A. Lock, C. L. Loop.

Back Row (left to right) V. D. Burgess, Bob Ross, H. J. Gibbons, L. D. Greene, J. K. Lynch, I. C. Freivogel.

Virgil

Back Row (left to right)

- C. F. Dummer
- C. L. Wallace
- S. F. Pallas
- R. O. Daughters
- D. D. Canning
(Coach)
- L. Hendricks



Coach

Front Row (left to right)

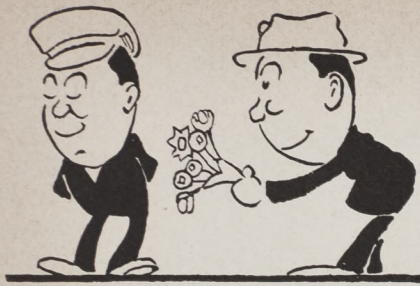
- F. P. Webster
- G. B. Dossey
- M. A. Tudor
(Mgr.)
- J. R. Cox
- L. Boone

Division One Team

Front Row (left to right) Pete Brezniak, Bob Beckett (Mgr. and Capt.), Roger Sears (Mascot), "Army" Bell.

Back Row (left to right) "Button" Butler, Earl Sears, Dick Means, Bud O'Neill, Charley Mallyon, "Cliff" Green. (Absent members) "Speed" Roberts, Jim Loyd.





"Courtesy Sincere . . ."

"This isn't a complaint. Last Thursday morning, May 5, at about 9:50 a. m. I boarded one of your cars on Larchmont and went downtown.

"The reason for this letter is to tell you how very courteous the Conductor-Motorman was. He cheerfully helped an aged passenger to enter the car. He was polite to both white and colored passengers and his courtesy seemed sincere.

"I was pleased to note his number with this letter in mind. It is 2373 (**J. R. Edgington, Div. 4**)."

MRS. CHESTER C. SMITHER,
526 No. Las Palmas, Los Angeles.

"Polite and Attentive . . ."

"Permit me to call your attention to Conductor 2364 (**F. S. Leon, Div. 3**), because he is one of the most polite and attentive conductors I have contacted on your lines. My work as an investigator requires that I ride all over Los Angeles, on the street cars, therefore I have ample opportunities to note and compare with each other your many car operators.

"This man seems to be of good promotional 'timber'."

A. L. WELLS,
1526 E. 48th Street, Los Angeles.

No. 941 Outstanding . . .

"Some time ago I dropped you a line regarding the courtesy of one of your Motormen on the 'N' line.

"I am an elderly woman and so very much appreciate kindness and courtesy, therefore am tempted to write to you again to speak of another of your men—No. 941 (**M. F. Graham, Div. 3**).

"Today I was sitting on the front platform of the car of which he was in charge, and my attention was attracted when an old woman was inquiring directions even before she boarded the car.

"Said Motorman left his seat and stooping down so that the woman could hear him, kindly and carefully answered her question. Later he saw to it that she got off at the right street and told her which direction to walk to find the place she

PATRONS

wanted—all done in a pleasant manner with a smile.

"I also noted several other little acts of courtesy that did not require as much effort—all towards old people

"These little acts may not seem to be much to you, but I can assure you the public appreciates them, and I, as one of that public, am glad to call your attention to the outstanding one.

"I do not know the name of the aforementioned Motorman, but take pleasure in speaking a good word for him."

MRS. L. V. JACQUES,
841 So. Serrano, Los Angeles.

"Exceptional Kindliness . . ."

"A bouquet to Conductor No. 135 (**R. E. Beckett, Div. 1**) on the 'H' line—specifically—inwardbound from Rampart to Olive Street for his exceptional kindness and helpfulness. His efforts to please are outstanding."

ALICE L. KENDERGAN,
412 S. Occidental Blvd., Los Angeles.

"Credit to Organization . . ."

"My writing of this letter has been prompted by my sincere feeling of appreciation for Mr. C. McGehee, who I understand is Motorman No. 1879 (**C. W. McGehee, Div. 1**) in your employ. My appreciation for him is in turn passed on to your Company for your good taste in employing men of his calibre.

"On the night of July 4 upon our return from the L. A. Coliseum my wife dropped her purse in the street. We did not notice its loss until we had reached our destination. Its contents and money were of extreme value to us and we felt the loss very much. We lost all hope immediately of ever seeing it again.

"You can imagine our pleasant surprise when Mr. McGehee appeared at our door the very next day and, after due identification, returned our purse intact!

"He stubbornly and modestly refused to accept recompense, but we insisted that he take at least a small reward. His feeling in the matter was that it was his duty to

return the article without thought of recompense.

"His very act of going out of his way for us and his honesty and modesty in the whole affair has led us to notify you of his most considerate deed. We feel that he has proven himself to be a credit to your organization and should not pass unnoticed. . . ."

MR. AND MRS. T. C. HOUGHTON,
2618 Kansas Avenue, South Gate.

"Unusually Interested . . ."

"This evening as I was coming home on the 'J' car, I went out to the front section, and after a few minutes my attention was drawn to the Motorman. He was so unusually interested in his work, and so courteous to the people on the car, that I had the impulse to mention it to you. His number is 1002 (**K. L. Wolfe, Div. 1**) and he was on the 'J' car coming south from the downtown district between 6:00 and 6:30, I believe."

"It is a pleasure to ride on a car on which the Motorman is interested enough to call the streets, as well as to look around and carefully to see that everyone has a chance to get to the front and off before he starts.

"And so I send you this word of commendation for the young man. If you had more like him, there wouldn't be so many disgruntled patrons."

KATHLEEN SHANNON,
1092 West 39th Place, Los Angeles.

Orchids to 1484 . . .

"May I suggest that the name of your kind Conductor No. 1484 (**C. A. Rogers, Div. 4**) on the 'A' line, train No. 21, arriving at First and Broadway today at 11:45 a.m. be put in the very high bracket?"

"Today a midget lady, and with only one leg at that, boarded his car, he left his post, and aided her. He was not so preoccupied that he did not see a fellow being less fortunate than himself. While you are posting him in the high bracket, give him orchids, too.

"A daily passenger and a close observer."

MISS LAVINA MCGRAW,
626 S. Alvarado Street, Los Angeles.

PLAUDITS

Operator's Consideration Noted . . .

"I wish to commend the courtesy and consideration of your Motor Coach Operator No. 527 (**W. L. Mulcahy**).

"I was a passenger on his bus when an elderly woman with poor vision had to transfer to another bus across the street. He tried to explain to her, but she grew confused. His bus drew up at the opposite corner. The driver got out and escorted the woman across the street and halted the bus so she could get on. This is just a note of appreciation for your driver's courtesy and consideration."

MARJORIE M. PHILLIPS,
1738 N. Berendo St., Los Angeles.

"Most Efficient and Courteous . . ."

"Just a word of comment—in all the cities I have visited, you have the most efficient and courteous employes, but why permit them to be insulted by an unappreciative public?

"While riding on a westbound '3' car this afternoon one of your operators—No. 907 (**W. H. Welch, Div. 4**)—I believe, took insult after insult from a man and a younger woman. They insulted him during their entire ride and attempted to leave by the front door in the midst of heavy traffic. When asked to leave by the middle door they were very insulting, threatened the man's job and refused to wait until the car was loaded. The operator ignored them, to my complete satisfaction, and they left by the center door, muttering to everyone around. This operator is very efficient and one of the most courteous men I've ever ridden with. Please commend him—his operation is perfect.

"Your new cars are ahead of those in most cities; keep up the good work."

LYDIA STEVENSON,
Care of Biltmore Hotel, Los Angeles.

"Sees Bright Side . . ."

"I want to say a few words in praise of Motorman 515 (**G. V. Hopkins, Div. 3**) on the 'W' line. I ride the same car each morning to work and the same Motorman is running the car every morning except Saturday when he is on the York car.

"This car leaves Buena Vista Terrace at 6:04 every morning, and this man is so

courteous to everyone and always has a smile and a cheery word. I wish to commend him for the gift that God has given him to be able to see the bright side of life.

"I have witness at least five times during the past month where had it not been for the careful attention to the job of running a streetcar, serious accidents would have occurred. To my way of thinking a motorman's job is not to be taken as a matter of fact, but rather very seriously, as many times human life is in his hands. This man never takes any chances; as you know—at San Fernando Road and the viaduct over the railroads is teeming with many heavy trucks loaded with dirt from the river bed, as well as the numerous other vehicles, and he is so very cautious that it really gives me a great amount of satisfaction to recommend this man for his attention to a duty that is very apparent to anyone who takes the time to ponder over the many things that go to make a successful motorman, and were I in the market for help of any kind in the industrial world, I certainly would give this man *first choice*."

CLARENCE V. WHITNEY,
Past Commander, V.F.W.
5924 Great Oak Circle, Los Angeles.

"Fine Conduct . . ."

"I wish to congratulate you on the fine conduct of one of your employes, a bus driver on your Manchester Avenue route. Driver 134 (**A. G. Cooper**), a very courteous and refined man. I was running to catch his bus which was going west on Manchester, about 2:30 p. m. Saturday afternoon, about two blocks west of Vermont. It was very important to me that I get that bus as I had to transfer to the Western Avenue bus and still be at my home at 3:00 p. m. as I had an appointment of importance to me. This man very courteously waited and helped me to get on which did not take more than one minute but it's such politeness and courtesy on the part of your men that makes traveling on your buses a pleasure

"I have had drivers pass me up many times when I was within a few feet of the bus stop, all of which makes the courtesy of this man outstanding. You need more men like him."

MRS. HARRY F. MILLER,
7530 S. Hobart Blvd., Los Angeles.



From Our Mail Sack also come
Letters of Commendation for:

MOTORMEN

G. W. Honts, Div. 4
E. T. Temple, Div. 5
R. Chase, Div. 4
W. P. Spendlove, Div. 1
W. Buss, Div. 5
H. L. DeuPree, Div. 3
P. A. Vannice, Div. 1
G. C. Hanson, Div. 1
C. W. McGehee, Div. 1
E. U. Butcher, Div. 5
Frank McDonald, Div. 4
B. G. Belman, Div. 3
J. A. Wear, Div. 5
A. H. Middleton, Div. 1
J. W. Ray, Div. 5
C. F. O'Malley, Div. 4
R. A. Knudson, Div. 4
C. W. Coulter, Div. 5
E. N. Winer, Div. 5
G. B. Stoker, Div. 4
O. Sherlock, Div. 1
M. L. White, Div. 3

CONDUCTORS

A. F. Steiner, Div. 1
L. F. Beeson, Div. 4
E. A. Burgess, Div. 4
A. W. Ehlers, Div. 1
C. F. Fitzgerald, Div. 5
F. V. Thomas, Div. 3
T. T. Grady, Div. 4
I. Gasparro, Div. 3
N. E. Wankier, Div. 3
E. V. Athenous, Div. 1
J. A. Whittaker, Div. 5
A. H. Robinett, Div. 4
J. W. Bell, Div. 5
S. M. Alexander, Div. 3
E. L. Jandro, Div. 3
E. D. Walters, Div. 3
W. L. Simpson, Div. 5
L. H. Elliott, Div. 4
C. L. Gaul, Div. 3
H. A. Renner, Div. 4

OPERATORS

J. M. Plum, Normandie
U. T. Strong, Wilshire
A. G. Seavey, Crenshaw-Vine-La Brea
J. R. Rowley, Sunset
H. F. Anderson, E. 9th-Whittier
F. C. Kraner, Sunset
H. A. Walters, Wilshire
D. L. Ladhoff, Wilshire



Division One

R. C. RUGGLES

Returning to work after a glorious vacation, it seemed rather difficult to gather news for this issue. My thoughts seem to have been taken up with those lazy days on the McKenzie River. And then to make matters more complicated I received a phone call from St. Vincent's Hospital telling me that I was Grandpa to a fine boy. So make allowances for my present state of mind.

The chief interest at the Division this month was the general choice on Tuesday, August 9th. There was no change in schedules and the majority of the men chose the same runs. Superintendent Bodley gave a short talk on the operation of both one and two man cars and the ease with which violations could be

the misfortune to break his hand, is now acting as watchman.

Jack Pugh has been transferred temporarily to Maintenance of Way at Vernon Yards.

Switchman C. M. Long went deer hunting last week. No deer—said the moon was too bright—but one must have an alibi.

Vacations are still going strong. The following men took extra time: Operator E. E. Feb took a trip to Denver; George Katzenberger, on a trip to Portland; R. A. Fuller, to Indiana, returning via Canada; J. D. Seckel to Ohio and Transfer Clerk E. C. Hickey on a trip through the North.

We welcome to our Division the following men: G. L. Whitaker, M. M. Dade, C. E. Anderson, C. J. Rupert, O. L. Thrasher, J. W. Cesak and T. E. Dyer. Some of these men were former Division One men who have been transferred back from Division Three.

and the trip was called off for the day so Jack could have his compass fixed.

Operator Curt Prickett, who has been gaining very rapidly around the waist, is now taking some very strenuous exercises under the direction of Ed Taggart to reduce. By the looks of some of the operators Ed should have some very good prospects to work on for the same reason.

J. H. Elmore has just returned to work after having a very painful but comical looking case of mumps.

Jose Sharpless, Chief Clerk in the General Office, has just returned from his vacation at Yosemite National Park and tells of a very interesting observation while travelling about the park. He noted the license plates of the cars and found thirty-seven states and two provinces of Canada represented while there.

The ARTHO Credit Union is again appealing to the men at Virgil Division for their support in building

H O T A N D C O L D

avoided. He spoke of the accident record which is improving right along and stated that if we put forth the proper effort we could improve still more, as it is his ambition, and that is what he expects. So let us all work together and put our Division on top. And don't forget to secure witnesses.

We are happy to note that our sick list is very small this month. R. M. Kelly, injured while playing ball; W. R. Fleck, injured his leg while getting into his car to come to work. It must have been before daylight and he evidently was not wide awake. G. W. Chown is convalescing at home; H. W. Hickman is improving, and if anyone can find the time, George Ver Valin, at St. Vincent's Hospital, would be pleased to see you.

Operator G. A. Brown, who had

Virgil & Santa Monica Coach



D. S. COBURN

A few weeks ago a fishing party from Virgil left Long Beach early on a Sunday morning to enjoy some real fishing at Catalina Island. Jack Hannan was at the helm of his boat as they cautiously started through the fog and darkness for the island. The rest of the party thought it a good time to catch up on sleep while on the way. After hours of travel which should have brought them near Catalina the skipper sighted land and roused everyone. As the boat drew closer to shore they found that Jack had pulled a "Corrigan" and they were still within four or five miles from where they had started

the organization into one of the strongest of its kind. F. E. Caldwell or H. W. Feller will be glad to receive inquiries regarding the Credit Union. Those of you who are already members are reminded to make your deposits regularly each pay day.

A. D. Gardner in the stock room is trying his best to raise a mustache which will be becoming to him. He has tried two or three different designs but has decided on one which may be all right if he can weather the storm of protests of the fellows who have to confront him each day.

Bob Arrington, the brake expert at Virgil, is proudly displaying his new electric brake grinding machine. The grinder shapes and fits the brake shoe, insuring a perfect fit when the brakes are relined, thus eliminating the necessity of burning in the brakes.



Division Three

Sunday evening, August 14th, there was great rejoicing around this division when the boys began to return from the ball game, for they announced that Division Three had turned back the Vernon Yard Team. Operator B. E. Johnson, the former manager of our Club, was so elated that he very willingly submitted the following: "Division Three Baseball Team did their stuff again Sunday, August 14th, by turning back that heavy-hitting Vernon Yard Team by a score of 8 to 1. The highlights of the game were the wonderful pitching by "Mel" Woodward who allowed only six scattered hits, and on the other end was that big, smiling, good-natured Southern boy Barnett, who caught a beautiful

Yard ball park. He made three wonderful catches and got three for four with the stick. On the bench were Triboulet, Martin, May, Morris, Kohler and other utility men who are just as essential as any of the above players because they were ready for call at any time and are competent of filling any position.

"Mr. Richards, our manager, and Broman, our captain, have done a very good job with our ball club this year, and in behalf of the boys of Division Three I take this opportunity to congratulate them."

On account of the "W" line being made into one-man operated cars, a General Choice of runs was held the previous week and some "shake-up" it was, for many of our oldest motormen and conductors were working on that line. Some of the men went to other two-men lines while many proceeded to break in to be able to operate the one-man cars. Those

position was also moved, and if he happened to get out from under the shade of a tree he had a large umbrella under which to sit, while he reclined in his easy chair with his feet parked on the railing. Of course, everyone knows that it was Mr. Jack Critchett.

It is with deep regret that we note the passing of J. J. Brannick. For many years Mr. Brannick was a motorman on the "5" line, where he was well-liked and very popular with the passengers. His last work with the Company was a Flagman's job, being stationed at the Union Pacific railroad crossing on San Fernando Road. On account of his feeble condition, he was finally relieved of this position and for several months had been unable to do any work. The funeral was held at the Sacred Heart Church, 2730 North Broadway on August 18th. Interment in Calvary Cemetery.

What was our loss will be gained

FLASHES from SCRIBES

game, and made one of the most spectacular double plays of all times at Vernon Yards. That great second baseman, Grubb, had nine chances and never missed a one. (He is getting to look more like Hornsby every game.) Broman, captain of our Club, did his stuff at first and got two very nice hits, while our stellar third baseman, Matzner, connected with one three-base hit and two doubles, and was playing a swell game at third. Meek, the old war horse, came through as usual with two hits. Burk snagged a very nice line drive into left field. Keep up the good work, Burk! That double-fisted right-fielder, Andrews, was on the job in a good way by stopping two long flies and getting a beautiful hit. Last, but not least, is our dancing baby boy, Schmidt, who without any doubt is one of the best fielders that ever put his cleats in Vernon

who have been motormen and unaccustomed to handling the many tickets, transfers, passes, etc. which a conductor carries, will have to be very careful with same, as the very first day twenty-dollars' worth of tickets were left in the assembly room, but some trainman found them and turned them in to the clerk, who delivered them to the owner. Had this happened at some other place the chances are that the loser would have had to pay.

We have one man at this division who thoroughly enjoys his job. When not acting as special flagman, he will be found in the assembly room playing pinochle. During the construction of the water main on North Figueroa, he could be seen perched on an elevated platform, where he was directing the cars over the single track. As the crossovers were moved from time to time, the flagman's

by Divisions One, Four and Five, for on account of the "W" line becoming a one-man line we had a surplus of men, and fifty-three were transferred to those divisions. They were a bunch of mighty fine boys, and Mr. Healy says he was sorry to lose them.

Three of our men have been assigned to duty on the Los Angeles Police force—W. S. Vance, W. H. Hamilton and R. C. Danielson, all good men we hate to see leave us, but we wish them the best of luck in their new position.

L. Hoffman: "Say, I caught a fish this morning that measured twelve inches!"

Disappointed Admirer: "Twelve inches? That's not very long."

Hoffman: "Oh, I measure mine around the bust."—NCR Factory News.



Mechanical Divisions

F. F. ROBEY

Division One

Tommy Hartley and wife left for parts unknown, on a three weeks' vacation. Have a good time, Tom.

John Glynn, our happy Irish Janitor, was off sick for two weeks, but is now feeling fine and is back to work.

H. S. Murray has been off sick for several weeks. We are hoping for his speedy recovery.

W. H. Moore, clerk, spent a very enjoyable ten days at Los Angeles City Camp Hi-Sierra. He believes this was the best vacation he has ever taken.

Division Two

W. R. Cavett, on his vacation the last two weeks of July, spent the first week up in Sequoia National Park and the last week down at Alpine, 50 miles southeast of San Diego, and had a very good time.

J. A. MacKay spent a week at the beaches fishing. He says, not much fish, but plenty of sun-burn.

E. R. King, off the first two weeks in August taking in the Baseball games, Catalina and the beaches.

R. E. Jones and wife will be starting back to Tennessee on August 15th and expect to be gone about three weeks on a visit to the wife's parents' home.

W. T. Brown, our General Foreman, is enjoying his vacation at his cabin at Camp Angelus—nothing to do but rest and eat.

Division Three

A. Wolpers and family spent their vacation in San Francisco and Yosemite Park, report having a good time.

G. F. Treneer and family spent a few days in Santa Barbara. Also George din his few days fishing over in Catalina waters.



"I wouldn't mind these back seat drivers if they'd open the window before signaling a turn!"

Foreman E. C. Muse is back on the job again, after two weeks vacation, some of the time spent up around Morro Bay and Gayucos.

The boys of Division Three have been given their allotment of new tools and everybody seems to be satisfied.

T. T. Clarke is grandfather to the third grandchild, which was a girl.

The electricians are installing new lights over the benches, which will be a great benefit to the night repairers.

Division Four

Foreman W. W. Aldrich spent two enjoyable weeks at Yosemite, view-

ing the sights. Although the waters were too high for trout fishing, W.W. wound up his trip by going to Catalina and made an exceptional catch of tuna and yellowtail.

J. J. Inman, Assistant Foreman, returned from a two weeks vacation at Yosemite and San Francisco. He acquired a good tan and had a wonderful time.

Clyde "Mickey" Holland put in a busy week remodeling his home.

L. A. McDonald informs us that he has started to build a new home. We will know where to find him on his vacation.

Al Keller has been off two weeks

with an injured foot, the results of a fall in the pit.

Our sympathy to E. Webb, whose brother died recently.

Division Five

C. R. Fulton and family enjoyed a pleasant Sunday at Seminole Hot Springs.

Zack Eastin spent a week at his daughter's home in El Monte. She will have to buy a new supply of chickens, now that Zack left. Yes, he put on weight.

Hank Williams is visiting Salt Lake City on his vacation. He also made a side trip to Grand Canyon. What's the big attraction in Salt Lake and how soon will it be?

If you are considering buying a car, see F. Shapos so he can collect the commission.



Division Four

C. J. KNITTLE

When forty-three trainmen take one-week vacations in the same month and eight others (motormen) are off their regular runs for ten days, learning to be conductors and operators, the rest of the gang may be quite sure of working full time whether they wish to or not. That was the situation at this Division during the past month, August.

On July 31, one-man car service was installed on Line A, Sundays only, and motormen choosing runs with Sunday time had to learn the art of handling fares, directing patrons and synchronizing the work for smooth operation.

The forty-three vacationists, no doubt, stuck close to home or made trips to the mountains, beaches and Catalina. A few journeyed to San Francisco but not one, to our knowledge, traveled beyond the State line.

Twenty-one Division Three train-

men are being transferred to Division Four in small groups and, after breaking in on all lines, will be placed on the Division Four list according to their original seniority.

A general choice of runs which began at 4:00 A. M., Monday, August 29, was completed by day men the following Wednesday evening. Night men chose the following day. No new schedules were reported.

Operator G. W. Honts proved to be quite a fixer one day recently when he pleaded with Foreman Frank Ervin for the day off.

"I'm sorry," sympathized the Foreman, "and I don't wish you any hard luck but you'd have to produce a death certificate to get off these days."

Honts disappeared. A short time later he returned with the following document:

"Certificate of Death. Re: G. W. Honts. To those present, greetings! This is to confirm the report that the above named is deceased, having died of accumulated complications, the etiology being overwork and humiliation from not being granted respite from occupational torture, (signed) Dr. A. Quack." (The ruse failed, however. Durn it!)

Motorman George Ross appears to be heading toward a record for punctuality. Has not missed out for nearly twelve years.

Conductor H. U. Woolsey returned August 6 from a ten days visit with his parents in Vandalia, Illinois, where he specialized on eating chicken and visiting other relatives.

Clerk J. B. Lair returned August 22nd from his annual vacation spent in taking short trips here and there and a boat ride to Catalina.

Transfer Clerk A. M. Emerson left August 22nd on his regular two weeks vacation and stated it would be a purely local affair.



ELECTRICAL



WALTER WHITESIDE

We are still in the midst of that time of the year we all look forward to—vacations.

E. Rios and G. Dimos spent two weeks working on their houses, doing general repairing, painting and lawn cuttings. While these two men were staying home, J. Coss spent several days boosting the income of the Inglewood race track and watching the ponies travel. T. Psaras did the traveling himself, taking local trips throughout Southern California.

L. B. Yeager attended the annual Magicians' Convention in San Jose. While there he visited the Winchester House. He says it takes a better person than a magician to find his way around the house.

Frank Main was the recipient of a very fine watch from the boys of the Department on the occasion of his retirement August 1st.

"It was the most unsuccessful fish-inp trip I was ever on" says B. I. Boughton. "The water was too high, there was too much vegetation and not enough fish."

He is now known as "6000 mile Winkler" since his swell vacation trip throughout the east, but the most enjoyable part of the trip was his visit with relatives in St. Louis.

When Bill Banbury left on his tour of the United States he had so many places lined up to see that it would take this whole edition to name them. On his return he claimed to have each proposed point of interest checked off and reports a swell time.

Lamp Engineer Bill Boyd even polished his car before leaving for Forest Home on his vacation.

We are sorry to report the passing away on August 16, of one of our old timers and a friend of all of us—John Henry Neel.



Division Five

FRED MASON

Motorman Esco Butcher has been following Corrigan's exploits to such a degree that he pulled a "Corrigan" himself. Yes, on August 15th he went the wrong way, and in an easterly direction too. He walked over to the car barn bright and early in the morning to pull out his run and discovered he was on his vacation.

Motorman V. H. Boone is an ardent fisherman and seldom misses making a nice catch. He took a week off recently and accompanied by his wife went down to Ensenada where they rented a boat, a small one with a "kicker" attached, and went out on the briny deep. They made a nice catch, about two hundred pounds, and were about ten miles off shore when they decided they had enough and started for shore. Something went wrong with the "kicker" and the man who was operating the boat reached around to adjust it and it came loose from its moorings. He hung onto the "kicker" with the result that the weight pulled him over the side and over went the boat. Immediately after Boone struck the cold water he was seized with cramps. Mrs. Boone went after him and managed to pull him to the side of the upturned boat which he was able to hang on to until a big Tuna fishing boat saw their plight and rescued them. The crew on the Tuna fisher hoisted their upturned boat out of the water, emptied the water out of it, refloated it, and loaded Mr. and Mrs. Boone and its owner back onto it. They had a nice long row to fish, but rods and tackle too. However the dousing they got did not dampen their ardor, as they went out the next day and brought in a big catch.

Motorman M. E. Lynn meant well when he promised us venison upon his return from his deer hunting

trip and it was through no fault of his own that he came back empty handed. He and his brother went to Ventura County, packed in some twenty miles and had just made camp when a forest fire started just about a mile from their camp. Needless to say, they broke camp much faster than they made it. They saw lots of deer which were traveling too fast for anything to touch them.

The three musketeers, Motormen Bill Atchison, Bill Callaway and Switchman Ed. Forsythe spent their vacation week together just fishing. It is evidently possible to catch smoked herring now, as they came back with lots of it.

Motorman Bill Kenney and his wife are having a fine vacation motoring up to Vancouver, British Columbia.

Conductor and Mrs. J. Turvey were away for two weeks and motored up to Victoria, British Columbia.



JEANETTE LORAIN MEEKER
Age 4 Months
Daughter of Conductor and Mrs.
L. L. Meeker (Division 5)

Motorman Jerry Graves, with his wife and family, are taking a trip to El Paso, Texas, to visit relatives and friends.

And of course you all know that Motorman Al Brumet is back from his two weeks jaunt to Bellingham, Washington. That is where Al said he was going, but he is a hard man

to stop so he went on up to Vancouver, British Columbia.

Motorman A. Gritseff has resigned and gone back to his former calling, that of musician with a local orchestra.

Motorman Ray Pace, who was on a leave of absence, sent in his resignation, saying that he is going to remain in Amarillo, Texas.

We are all glad to see Clark Warren DeMuth back on the job after a long illness.



Shops

F. ARLEIGH FRAZIER

Your Scribe, F. Arleigh Frazier, was around to see the boys and reports he will be on the job for next month's issue. He is looking swell and we will all be glad to welcome him back into action again.

F. T. Burchett, Chief Clerk of the S. of E. Office, is reported vacationing in Indiana with his daughter as chaperon.

Miss Virginia Buchen, our very efficient telephone operator, has returned from her vacation and from all appearances was a frequent visitor at the beaches.

S. Brown and F. Markley say there ought to be a law against such exaggerated newspaper stories about catching fish at Big Bear Lake. Shelby and Frank drew a goose egg on a recent week-end, only to return and read in the papers how it was a slaughter on the lake and every one got the limit.

C. DeBaun, Brigadier-General of the Store, vacationed at Huntington Beach and can now tell you how many sea shells there are to a square yard of sand and how many grains of sand you can get in your ears in two weeks.

The boy who really brings back the bacon is Victor Lee of the Store Department, who just returned from a deer hunting trip up north. Vic

added two fine specimens to his record last year.

H. C. Smith, Foreman of the Winding Room, is enjoying a much-looked-forward-to vacation

V. Dotson, of the Truck Shop, as a guest at S. Kriewald's Cabin at Little Rock, went up there to give the reputedly large jack rabbits and trout some excitement. It seems that old Sol proved too hot for him and he only stayed two days out of the proposed week. He found it much cooler out Watts way.

Acting on the premise that it is more blessed to give than to receive, W. V. Cook, Safety man in the Machine Shop for August, donated his badge to the laundry man. It will all come out in the washing, so they say.

L. Johnson, S. Kriewald, W. Leisure and T. Frew brought out good limits of trout from the High Sierra district recently. During two days of angling, these experts waded in ice cold water (where they had the beer cooling) where fat rainbows predominated the catch. When half way home Frew did some rapid calculations and discovered that they had left several bottles of said beverage back in the creek. What creek? That is what we would like to know.

The saga of deer hunting as recorded in our minds would not be complete without a story this year on our old friend of the Blacksmith Shop, William Reed. As you know, last year through sheer bribery Bill had the guide rope out one of those nimble ruminants, only to free the same by shooting away the rope. This year for fear of repeating the act, Bill changed his form of attack and used his gun stock as a club. The result was a broken stock and Mr. Deer goes free to add one more point to his antlers.

For hardy anglers who can brave the wind, Painter Bill Taylor reports some good fishing at Lake Henshaw. Bill spent most of his vacation up there and says that catching crappie and blue gill perch makes him homesick for Oklahoma.

The highest recognition gained at

our Shops is given to Painter M. L. Bradley as Official Weather Phopphet. But what we want to know is—Why does he pick up a sack of market vegetables and leave a nice lunch at home on the table? Our advice is to do a little sack peeking in the morning so the boys will not have to share their lunches at noon.

Carpenter Dave Rinehart was granted an extended leave of absence to combine business and pleasure in a trip to his native home in Alberta, Canada. The boys gave him a farewell send off by filling his lunch sandwich with some nice tender pine blocks.

Millman W. D. Smith and family have just returned from a picturesque motor trip through the Canadian Rockies. He brought back some very interesting snap shots of the mountain wonderlands and lakes. He was very much surprised to find a billboard announcing he was just leaving Los Angeles city limits while still in the heart of the Canadian Playgrounds.

A much looked-forward-to Shop charter fishing trip is in the bag for August 20th at Balboa. Those who have promised to attend are: E. N. Franklin, V. Burgess, C. E. Wise, C. L. Nickels, L. Green, H. Smith, B. Francis, T. Rocha, Al Olivera, J. Hopp, Frank Pauley and J. Carmichael. Skipper W. Savoy is in charge of this wild bunch of seagoing salties and promises to give the boys plenty of fish or else.



16th Street
Coach

CHARLES H. HARDY

A party of our division fishermen aboard a fishing boat left San Pedro in the small hours of a Sunday morning bound for Catalina waters. The group included Messrs. Brehm Wetzler, Canning, the two Graham boys and several others. After five hours of sailing came the dawn, with cliffs looming up ahead; not

those of Catalina but of Point Firmin, a few hundred yards from the take off; the result of travelling the great circle route. Tricky navigation is quite the thing these days. Finding the pumps to the live bait tank and bilges disabled and deciding not to take a chance of landing in Ireland without oars or passports, the trip was called off.

"Captain" F. Epp's thoughts also turn to fishing. So before dawn one morning he sauntered down to the waterfront with a friend. After hunting high and low with a flashlight he finally found his 22 foot cabin cruiser very low, in fact completely submerged. It seems that a couple of main bolts dropped out of the bottom allowing the Pacific Ocean to come in. After toiling all day the boat was finally raised from its watery grave. Fishing for fish was postponed.

We offer our sympathies to S. D. Hubbell whose mother passed away recently.

R. Tilden has left us to join the Police Department. We hope we meet again under favorable conditions.

A. W. Loudon was held up and robbed while on his way to work. He was relieved of a fair sum by a man who prodded him in the back with a gun.

Introducing the new men in this division—H. M. Edwards, W. Maher Jr., R. W. Johnson, H. Barker, D. D. Gehersky, C. F. Parisen, J. L. Drayer, I. F. Aikens, S. E. Moxon, G. Vanden Bossche, L. T. Curran and R. B. Templeton. We welcome you and wish you every success.

Lou Singer's talented young son Gerald and the group of young entertainers of which he is a member have signed a stage contract with the Levy Circuit.

We understand that Glen Graham gives tremendous odds on favorite fighters that won't come up for the eleventh round in a ten round fight.

P. E. Brakebill has just the thing for hot, tired feet. It is the Marvel Foot Powder which he makes himself

and sells to his fellow operators at quite a reduction.

A lady with a little girl boarded a coach piloted by L. R. Cook the other day. She deposited a token in the box. When asked the child's age the lady replied, "Six". Cook politely informed her that it would be necessary to deposit another token, which she did. The child then asked, "How old did you say I was"? The lady replied "All right, seven then."

Marshall Chamberlain spent his vacation around June Lake, Tahoe and Yosemite. Fred Ballenger also took it very easy up north. B. L. Hartsell returned from the Lion Hunters' "Convention" in Fresno with some rare stories about mountain lions. The woods have been full of honeymooners from this division as the "Weddings" column shows. We expect to hear from more of our vacationists before the end of the season.

16TH STREET GARAGE

Quizzing our vacationists we find that quite a number visited the National parks, while many others indulged in deep sea fishing. Picking at random we find that G. "Ace" Penny and his family motored several thousand miles, taking in Yellowstone and Zion National Parks and the Boulder and Grand Coulee Dams. They also visited Seattle and other places of interest. Ed Sullivan spent a couple of weeks fishing in Mexican waters. He will be glad to furnish anyone with information concerning the rules and requirements necessary over the border. Walt Dewhirst's vacation was spent in the "I bane tank so" state of Minnesota. Floyd Nolf's deer hunting turned out to be a case of "passing the buck" in another form. No meat for the table this time but better luck next season, perhaps. Jimmy Deam took his family on their annual pilgrimage to Big Bar where it is believed he has a large amount of eating tobacco cached.

J. Albright has reason to have faith in movie bank nights. He won 75 dollars one evening and a couple of weeks later collected 25 more from another theatre.

J. Lynch from Division 4 is the new man in Garage. H. Nystrom is now listed as permanent.

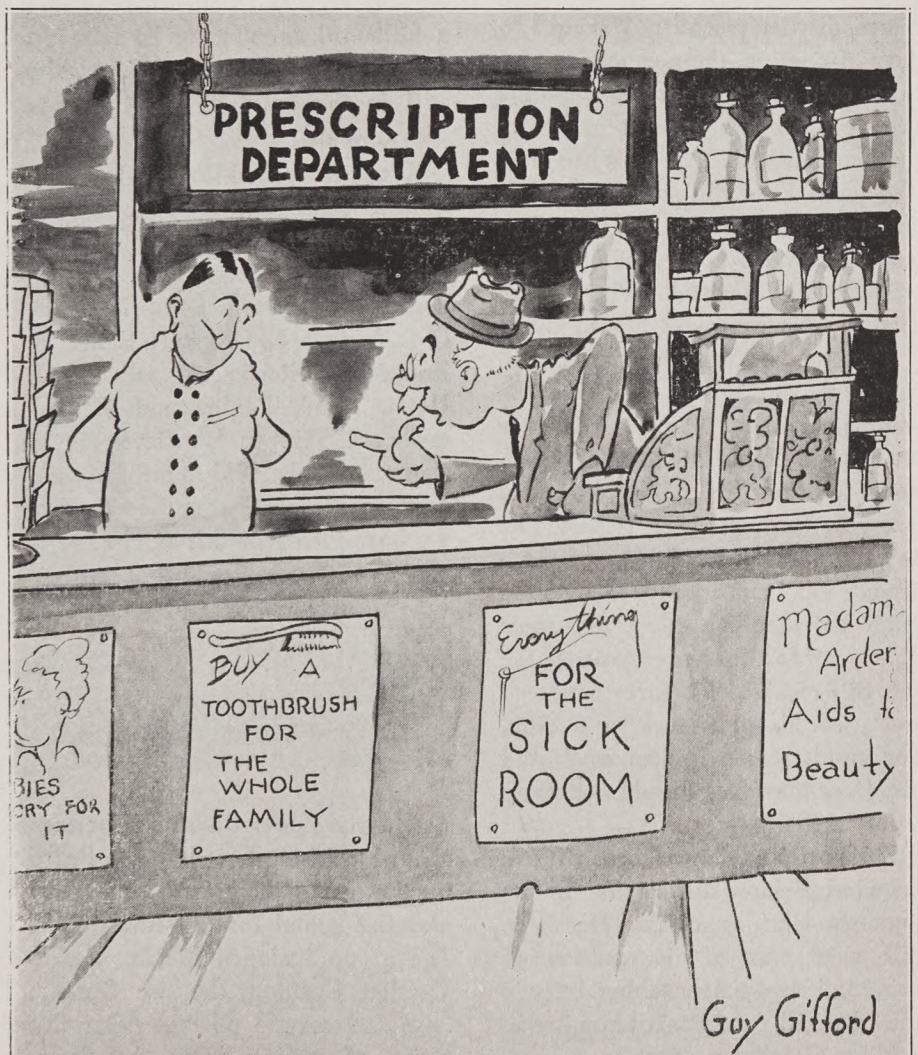
F. Delight has been in the hospital having a corrective operation performed on his knees.

O. Knox, wash rack playboy, aspired to become a great dramatic actor, some time ago. However, he found that he could not stand the emotional strain so he has decided to become a radio and television technician instead.

Details of the record set up by our Garage Softball team champions are to be found elsewhere in this issue.



Above we have our genial ticket office Janitor, Louis Roberson, who has had a record of good service with the company since 1922.



"What? You sold a man poison on credit!"

CATALINA CAVALCADE (Continued from Page 11)

Non-employees are also invited to participate in this event and a special rate of \$2.50 for the round trip (a saving of \$1.25) has been arranged by League President Roy Platner with the Wilmington Transportation Company.

The leaving time of the special buses will be posted at the Divisions. The boat will leave Catalina Terminal at 9:30.

A cordial invitation is extended to all employees, their families and friends.



OUR SINCEREST WISHES
FOR PROSPERITY AND
SUCCESS GO TO:

Conductor G. C. Daniels (Division 5) married to Miss Ruth Burrows of Riverside, California, on July 10th.

John Ross Bougher (Truck Shop) married to Miss Virginia Wyott, August 5.

S. D. Snyder (Motorman, Div. No. 1) married to Miss Oma Louise Duncan, July 16th.

Harry Nordmark (Clerk, 16th St. Garage Office) married to Miss Lurena Scott, July 3, 1938, in Reno, Nev.

R. H. Smith (16th Street Coach Operator) married to Miss Loretta Holland, July 24.

V. C. Cox (16th Street Coach Operator) married to Miss Beulah Gorman, July 25.

F. A. Palfreyman (16th Street Coach Operator) married to Miss Rose Sherman, July 26.

NEWS OF LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the month of July there were 25 employees confined to the Hospital, which represents 283 hos-

pital days. The cost of the Hospital service was \$1,931.00.

We regret to report the deaths of two employees during the month of July, and the deaths of the wives of two employees. The employees who died were covered under our Group Life Insurance Policy, and one of the employees whose wife died was a member of the Wives' Death Benefit Fund Plan.

During the month of July there were 139 employees who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

James Jasper West on the Pension Roll died August 25, 1938. He was born in Strasburg, Missouri, July 4, 1876. He was employed as Motorman at Division 4 December 11, 1912, appointed Watchman, October 20, 1933 and placed on the Pension Roll, March 10, 1937.

Mr. West was survived by his widow.

The wife of George Enoch Moore, Conductor Division No. 1, died August 21, 1938.

The wife of Loyd C. Marble, Motorman Division No. 5, died August 22, 1938.

John Henry Neel, on the Pension Roll, died August 16, 1938. He was born in El Monte, California, January 30, 1870, and entered the service as Sub-Station Operator January 1, 1899, appointed Chief Sub-Station Operator, September, 1910; placed on the Pension Roll October 1, 1937.

Mr. Neel was a member of the L. A. Ry. Masonic Club and Independent Order of Forresters, Los Angeles, Calif.

John Joe Brannick, on the Pension Roll, died August 13, 1938. He was born in Ireland April 30, 1869, and entered the service as Motorman, Division No. 3, May 14, 1900; appointed Flagman August 1, 1930; and placed on the Pension Roll October 20, 1937.



CONGRATULATIONS TO
THESE NEWEST ARRIVALS
IN LARY RANKS:

Betty Ruth Ashley, born to Motorman (Division 1) and Mrs. P. E. Ashley, August 7.

Dorothy Louise Butler, born to Motorman (Division 1) and Mrs. J. R. Butler, August 8.

Stanley William Ruggles, born to Mr. (Division 1) and Mrs. Stan Ruggles, August 1.

Mary Levine Fuller, born to Conductor (Division 5) and Mrs. G. F. Fuller, on July 28.

Bette Lee, born to Wilshire Coach Operator and Mrs. Paul C. Youngman, August 6.

Marilyn Ruth, born to Serviceman (16th Street Garage) and Mrs. J. Clayton Clark (formerly Grace Link of the Auditing Dept.) July 30.

Melvin Lyle, born to 16th Street Coach Operator and Mrs. L. M. Hamilton, August 10.

Carol Ann, born to Mr. and Mrs. James Murray, 1:30 P.M., August 9, 1938.

Brian Lloyd, born to Mr. and Mrs. W. E. Whiteside, 1:40 P.M., August 9, 1938.

Thomas Terrance Richey, born to Motorman (Division 5) and Mrs. C. C. Richey on August 2.

Harold Edward Hutchison, born to Motorman (Division 5) and Mrs. H. E. Hutchison on August 2.

The wife of Walter J. Forster, Motorman, Division Four, died July 17, 1938. He is not a member of the Wives' Death Benefit Fund.

Los Angeles Railway

