

TWO BELLS

IT ISN'T HOW WELL YOU DROVE LAST YEAR OR LAST MONTH

IT'S HOW SAFELY YOU DRIVE TO-DAY THAT COUNTS

If you were running the company would you stand for *Accidents?*

The Cooperation Shown by All Lary Employes in Waging an Unremitting Campaign Toward A Decrease in Traffic Hazards is Being Reflected in the Steadily Mounting Standard of Safe Operation

Vol. 19 July, 1938 No. 7

YOU ... were a GREENHORN once

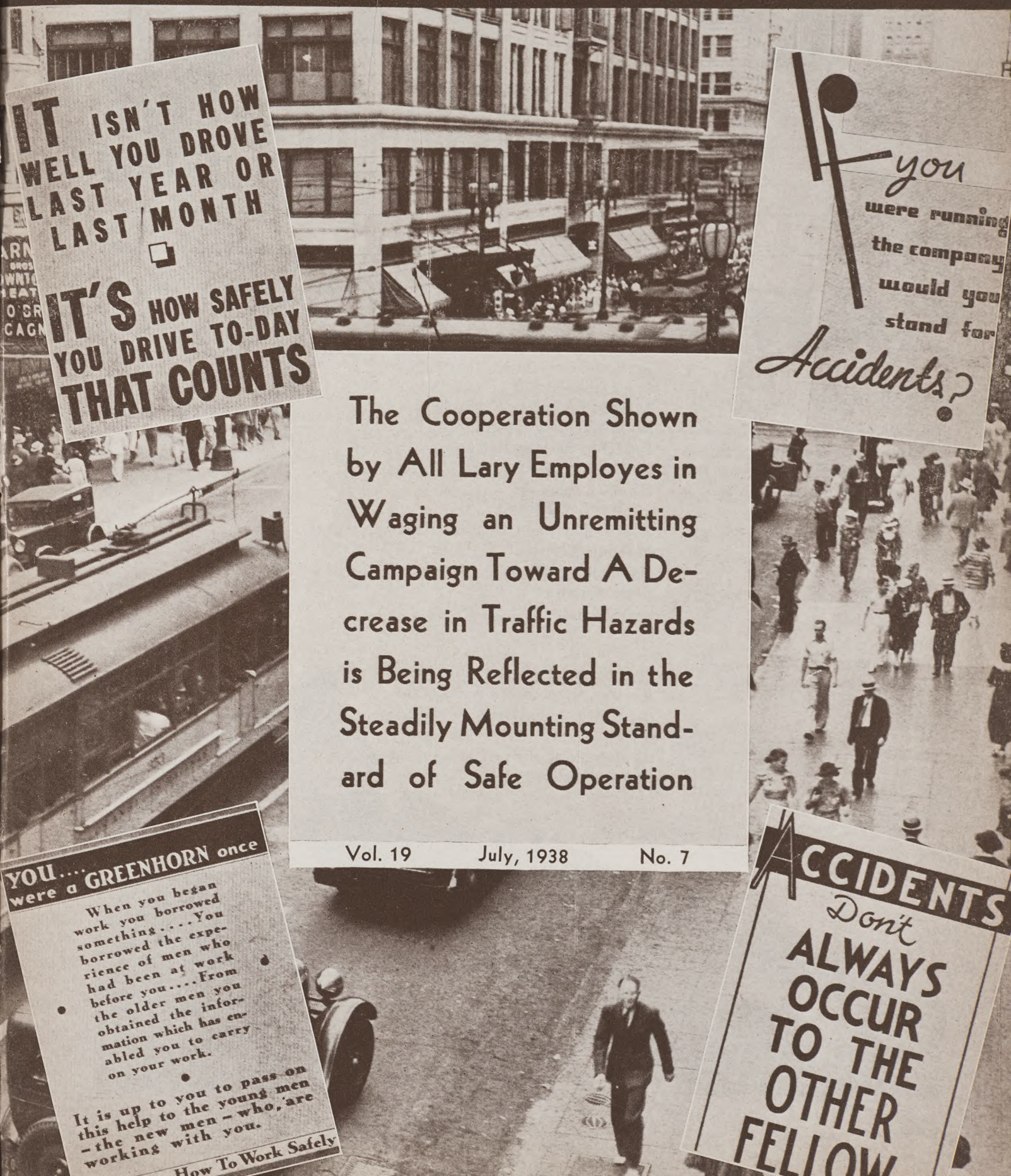
When you began work you borrowed something.... You borrowed the experience of men who had been at work before you.... From the older men you obtained the information which has enabled you to carry on your work.

It is up to you to pass on this help to the young men - the new men - who are working with you.

How To Work Safely

ACCIDENTS

Don't
ALWAYS OCCUR TO THE OTHER FELLOW





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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LARRY Personalities

Ralph L. Sloan, pictured below, of South Park Shops, has, in the past two years become one of the leading local miniature railroad enthusiasts, and is active in the affairs of Model Railroad Club.

Mr. Sloan puts much stress on the fact that the greatest pleasure is attained by those railroad modelers who build from the raw materials and finish their trains with individual color schemes and letterings of different Railroad Systems.

The Model Railroad Club invites all Los Angeles Railway employes and their friends to view the miniature Century Pacific Lines on display the second Friday evening of each month at the Central Station, Fifth Street and Central Avenue.

In This Issue

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Entrance to the exhibit is at the south end of the main building where is stationed an attendant until 8:30 P. M. Visitors will be directed to the proper room on the second floor.



Setting The Safety Example

BOND EXCHANGE PROPOSED

Falling due in October of this year are bonds which were issued in 1898 to those who loaned money to this company for the purpose of additions to the property. Other bonds fall due in 1940.

The Company is preparing to offer all bondholders an opportunity to exchange new bonds for those they hold in a total amount of \$6,840,000. Hearing was held on July 26 before the Commission in Los Angeles, at which our application was presented and subsequently received the approval of the Commission. The Commission finds that the plan as proposed is "eminently fair to the bondholders." Copies of the plan of exchange are being mailed to all present bondholders.

In order to enhance the desirability of the new bond, we have agreed to pay off present holders of the old bonds at the rate of \$400,000 a year.

SAFETY CONFERENCE MEETS HERE

One of the agencies devoting its efforts to traffic safety—the Western Safety Conference—is holding its fourth annual meeting at the Ambassador Hotel, September 12 through 16. L. A. Reeves, head of our Bureau of Public Service, who is serving as a director of the organization, explains that the purposes of the Conference are to formulate accident prevention policies and to attempt to make uniform all laws and orders in the western area pertaining to safety. Governor Merriam, who founded the Conference in 1935, has extended an official welcome to the delegates representing eleven western states who will attend the 1938 convention.

All Lary employees are invited to attend the Conference exhibits in the Fiesta Room of the Ambassador.

ON the cover of TWO BELLS this month are shown a number of reproductions of safety posters. Their purpose is to make us think, to help us reduce accidents, to make us safety-minded. We all recognize this type of safety publicity is worthwhile; a step in the right direction. But no amount of posters, newspaper editorials or radio talks will achieve results if we are not in a receptive frame of mind to their messages. Too many of us allow these warnings to go "In One Ear and Out the Other." If we but stop and realize, however, that safety campaigns do not comprise merely the stating of truths we all know, but have been brought about by untold suffering, by frightful and needless loss of life, we begin to pay heed. Secondarily, of course, must be considered the millions of dollars worth of property destroyed, the terrific waste brought about, chiefly by thoughtlessness.

Members of the Railway, and particularly those in the Operating Department, are in a position to lend powerful aid to the cause of safety. Trainmen and Coach Operators see more of traffic hazards in one day than the average citizen in a month, and are likewise better acquainted with the means of avoiding them.

By setting an example of careful operation and consideration for other vehicles, as well as pedestrians, the men who daily transport thousands on Lary lines are bringing home a valuable lesson of safety to the average motorist and are rendering the community a real service.

The thinking Trainman or Coach Operator does not handle the vehicle under his care in accordance with the laws of safety only because the Company demands such operation, but because *he himself, as a good citizen, recognizes the need for improved traffic conditions and in justice to his own intelligence contributes all he can to this end.*

ACCIDENTS PER 10,000 MILES RUN

JUNE 1938

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

DIVISION 3	THIS MONTH	XXXX▶	3·5
	LAST MONTH	XXXX▶	4·6
DIVISION 5	THIS MONTH	XXXX▶	3·7
	LAST MONTH	XXX'	3·1
DIVISION 1	THIS MONTH	XXXX'	4·1
	LAST MONTH	XXXX▶	3·7
DIVISION 4	THIS MONTH	XXXX▶	4·7
	LAST MONTH	XXXX	3·9

50-Year Veteran



Edwin L. Lewis

Establishes Enviably Service Record

August 7, the Los Angeles Railway's youngest old-timer, E. L. Lewis, starts on his second half century of active service with the same enthusiasm he displayed on August 6, 1888, when he entered upon his first day of transportation work with the Los Angeles Cable Railway. At that time Los Angeles boasted of perhaps fifty vehicles of public transportation. Later Mr. Lewis served successively with the Pacific Railway, the Los Angeles Consolidated Electric Railway, and the Los Angeles Railway.

He has acted in the capacities of Chief Clerk to the President, Assistant Superintendent, Superintendent and Assistant to General Manager. In 1921 he 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.

Perhaps better acquainted with the development of local transportation than any other Angeleno, Mr. Lewis is compiling an extensive transportation history of which he has already completed the first volume. Much interest is evidenced in Mr. Lewis's research on this subject and it is expected that upon completion of the history it will afford an extremely valuable source for those seeking information on the early days in Los Angeles. Well-known throughout the company and the possessor of uncounted friends in various lines of business in Los Angeles, Mr. Lewis is wished by all of them many more years of happy and active service in the industry to which he has given so many useful years.



Congratulations from their many friends were received by Mr. and Mrs. Gallagher on their recent fiftieth anniversary.

Gallagher Home Scene of Celebration

Celebrating their Golden Wedding Anniversary on July 9 were Margaret and James Gallagher who took on the "ties that bind" in Boston in 1888. Leaving that same day for Los Angeles they established permanent residence here, and "Jim" shortly after became associated with the street railway industry as a conductor with the old Main Street and Agricultural Park Line. He later came with the Los Angeles Railway and after serving as conductor and watchman retired in 1930.

Mr. and Mrs. Gallagher live at 5600 South Rimpau Boulevard and have four children and five grandchildren.

In a flower bedecked house, amid much gaiety and sincere congratulations from 200 guests, the Gallaghers' averred that their fiftieth anniversary still found them the sweethearts they were that day long past in Boston.

Recent Additions to The Library

DOUBLE PUNCHES

Accident Facts

1938 edition. National Safety Council.

1937 Accident Rates in the Transit Industry

Compiled by American Transit Association and published by the National Safety Council.

Bridge Railway Transportation

Paper prepared by C. A. Veale, regarding railway transportation on new San Francisco Bay Bridge, with explanation of automatic speed control system.

Board of Education

Annual Report of Los Angeles City Schools.

California Workmen's Compensation Insurance & Safety Laws

Revised.

Construction Cost Guide

Engineering News-Record issue of June 30, 1938. Construction industry yearbook for 1938.

Cost of Government in the United States 1935-1937

National Industrial Conference Board. Authoritative studies dealing with financial problems of Federal, State and local governments in the United States.

Developments of 1937 in Electric Transportation

Paper by W. D. Bearce, Transportation Department, General Electric Company.

Engineering Manual

American Transit Engineering Association. Complete 1937 edition.

Factors in the Selection of Transit Equipment

Address by Managing Director Charles Gordon of the A.T.A. before Canadian Transit Association.

Fundamentals Involved in

Braking

Westinghouse.

History of Electric Railway, Emphasizing the Frank J.

Sprague Influence

American Transit Association. Sprague is credited with the inventions of the trolley car, electric

elevator and multiple-unit control system for rapid transit trains.

Hoff's Electrical Code of Los Angeles

1938.

How To Be a Good Foreman

Reitell. Purpose is to help develop leadership, technical skill and business ability.

Making Our Constitution

A Week-by-Week Story of the Federal Convention of 1787. By Raymond Pitcairn.

Official Statutes & Amendments to the California Codes of 1938

Our Country, Our People, and Theirs

By M. E. Tracy. A clear picture of living conditions in the United States compared with Italy, Germany and Russia.

Public Relations—Industry's

No 1 Job

Address by Paul W. Garrett, Director of Public Relations, General Motors Corporation.

Securities and Exchange

Commission, Decisions Of

Vol. 1. All opinions and findings from July 2, 1934, to December 31, 1936.

Social Security Bulletin

New Government publication reporting all current data on operation of Social Security Board.

The City That Grew

By Boyle Workman. History of early days of Los Angeles.

The Evolution of Municipal Organization and Administrative Practice in City of Los Angeles

By Burton L. Hunter. Descriptive material helpful in an analysis of all phases of Los Angeles city government from its earliest beginnings to the present time.

Vehicle License Fee Book

State of California. May 15, 1938.

Welding Aluminum

Aluminum Company of America. Data on torch and resistance-welding of aluminum.

By H. W. MUELLER, *Virgil Division*

. . . In the Polish city of Lubin the conductors are paid to tell passengers the latest jokes.

. . . In Shanghai trolley buses have two classes—a cheap fare compartment and a more luxurious one.

. . . Unrolling an indicator sign on one of the London buses takes about 4-5 minutes. It contains about 64 place names and is 33 feet long.

. . . Old-fashioned courtesy and formality still exist on modern vehicles in some oriental countries. Before the train or bus starts, the conductor asks the travelers to pardon him for having kept them waiting, and at the end he thanks them in every polite terms for having ridden in his vehicles and asks them to see that they do not leave anything behind in the compartment.—(From the "Spectator.")

. . . Many London busdrivers and conductors are officially commended for . . . stopping bolting and runaway horses!

. . . Streetcars in Madrid, Spain, have mailboxes fastened to their sides. Any citizen may stop them and deposit his mail and be assured a speedy delivery to the main post office.

. . . In Paris passengers who are waiting for streetcars tear off little numbered slips hanging on the stop sign. When a car stops, the conductor calls out how many seats are available and passengers enter according to their number—in that way he who has waited the longest gets the first chance.

Division Five Trainman Authority On Monkey Business In All Its Forms

By C. J. KNITTLE

FROM early childhood Francis Donnelly has entertained one definite ambition—to own a monkey. Today he is possessor of one of the rarest of simian pets, a South American Woolly.

Don was born in Kansas City, Missouri, in 1906. Ten years later, the Donnellys moved to Denver, Colorado, where he graduated from high school and entered the University of Denver. In spite of the fact that Don studied well and attained excellent grades, the urge to travel obviously diverted pursuit of a profession. Once before, during his high school days, his paternal grandmother had quelled this youthful ambition by taking him on a trip around the world but in the Fall of 1926, instead of returning to the University, Don left for Los Angeles.

On October 19, 1926, he became a Division Two Conductor, later was promoted and served as Supervisor for eighteen months. Today Don is a Division 5 Operator and has made several trips to Hawaii and New York.

The Donnelly home, at 721 West 49th Street, is a veritable museum of ancient and modern souvenirs of Don's travels: of Buddhas, fighting knives, skulls, lamps, statuettes, pictures, books and furniture. The most laughably entertaining, perhaps, is his collection of 200 different forms of monkey novelties. These are from practically every country he visited but the amusing feature is that Don never abandoned his determination to own a real one.

It was in a New York pet shop that Don got his first glimpse of a Humboldt Woolly and, needless to say,



"Don" Donnelly and Pancho survey the Donnelly collection of monkeys

was completely fascinated by its marvelous build, its close woolly fur and attractively intelligent appearance. Shortly after returning to Los Angeles, Don wrote to a New York dealer, ordered a Woolly, and, after waiting almost a year was informed that the dealer's South American trapper had succeeded in capturing the much-wanted monkey. Incidentally, this species originates in a twenty-mile area on an upper tributary of the Amazon River and is very rare due to two facts: they have practically ceased mating and are considered a food delicacy by natives. Undisturbed in the jungles, a Woolly would probably live twenty years. In captivity

they seldom live more than one year.

It was a happy couple that rushed to the Santa Fe Station last August to welcome their little simian friend, indeed, their new partner, for he was destined to become an adored member of the Donnelly household. Not understanding our own native customs, "Pancho" shook hands with his mouth instead of his paw and Don will always carry the teeth marks on a right hand knuckle, the result of that greeting. Soon after "Pancho" proved by his conduct that the slightly vicious act was a reaction from the shock of his unnatural confinement.

The Woolly is, without question, the most friendly of monkeys. Its

entire body, other than the ears, soles of feet, palms of hands, and under surface of the last third of its tail is covered with a dense, woolly fur, reduced to a sort of close, plush pile on the face. It was this monkey which so excited Darwin's imagination and led him to ask whimsically in his "Descent of Man" who could doubt our kinship with the quadrumana after looking at the Woolly monkey, with its quaint expression and general appearance of a "venerable negro."

This concludes our story of "Pancho" and Don. In a final gesture, a few seconds before the photographer took the accompanying picture, "Pancho," with eyes that sparkled, betraying his grimace of deep gloom, placed an affectionate arm around Don and pressing his head to Don's cheek convinced us all that he loves his master.

Line Department Removes "Lights With a History"

As seen in the accompanying photograph, two of our tower trucks are removing a number of overhead lights which have been used to draw attention to the Vogue Dance Hall on Ninth and Grand.

These particular lights have a special history having been placed in that same location on September 28, 1907, and lighted practically every night since.

Fred H. Solomon, who originated the Vogue, claims that more people have danced on his floor (the same wood still being used) than on any dance floor in the world.

Among other features which have attracted pleasure seekers to the Vogue are the "penny a dance" idea, which was originated by Solomon, and other attention-getters ranging from public marriages to watermelon contests. At one time diamond rings were given to all babies born on September 28 each year, the anniversary of the opening date of this amusement place.



Two of our Tower Trucks removing overhead lights which have been in use since 1907.

Considerable litigation with the city has been undergone by Mr. Solomon regarding the right to the use of the street lights, but owing to the terms under which this section was deeded to a former owner, in which the city did not reserve its rights above the building line, it has been possible for Mr. Solomon to continue their use.

Known under the names of Coliseum, Solomon's Penny Dance, Bowery and latterly the Vogue, this "palais de danse" is still going strong, attracting hundreds nightly.

First Aid Knowledge Proves Helpful

The value of the first aid training course taken by a number of men in the South Park Shops was again demonstrated on July 21 when A. D. Arnold, a Clerk at the Shops, was called upon to give first aid to two people injured in an automobile accident. His services proved so efficient that the Sheriff's Office, Vermont Division, called to thank Mr. Arnold for his efforts, praising the manner in which he handled the emergency.



Personnel Records

By R. A. PIERSON

Superintendent of Personnel

During the month of June, there were 27 employes confined to the Hospital, which represents 246 hospital days. The cost of the Hospital service was \$1,600.00.

Regret to report the deaths of three employes during the month of June. The employes were covered under our Group Life Insurance Policy. We are happy to report that there were no deaths among the wives of the employes.

During the month of June, there were 195 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

ANDRUS

Fred William Andrus, Electrical Repairer, in the Mechanical Department, was placed on the Pension Roll effective June 11, 1938. Mr. Andrus entered the service March 3, 1904, as Electrical Machinist and on February 1, 1932, he was appointed Electrical Repairer. His present address is 342 West 52nd Street, Los Angeles.

William Frederick Roedder, on the Pension Roll, died June 25, 1938. He was born in Germany, May 21, 1859, and entered the service of this Company as Carpenter June 26, 1912; placed on the Pension Roll April 1, 1922. He is survived by his widow, two sons and three daughters.

Willard Victria, Motorman, Division 3, died July 1, 1938. He was born in Lawtin, Oklahoma, December 31, 1912, and entered the service of this Company as Motorman, Division 4, January 15, 1937; transferred to Motorman, Division 3, September 1, 1937. Mr. Victria is survived by his mother.



BEST WISHES TO:

Conductor N L. Hoskins (Division 1), married on June 9 to Miss Gwenthin Hazel Seaman.

Operator P. R. Mossman (Division 1), married on June 19 to Miss Ann Marie Butler.

Conductor W. A. Stillwell (Division 1), married on July 16 to Miss Paula Ipsen

Earl Skinner (Car Repairer, Division 1—Mechanical), married on June 6 to Miss Violet Friedholm.

Operator A. S. McFarland (Division 4), married on July 7 to Mary Bell Matthews.

J. W. Inman (Serviceman, 16th Street Garage), married on June 28 to Miss Geraldine Faia.

Operator Edmund D. Chanian (16th Street Coach), married on July 11 to Miss Margaret Pauline Miller.

Conductor J. H. Rose (Division 5), married on July 10 to Miss Edna Rea Slatter.

OBITUARY

Benton McNiece Ihrig, on the Pension Roll, died July 5, 1938. He was born in Cross Timbers, Missouri, March 2, 1873, and entered the service of this Company as Motorman, Division 2, October 20, 1911; transferred to Motorman, Division 5, July 31, 1932, and was placed on the Pension Roll May 30, 1937. Mr. Ihrig is survived by his widow.

Ernest Vance Bougher, Painter, Department 11, died July 5, 1938. He was born in Pittsburgh, Pennsylvania, June 30, 1879, and entered the service of this Company as Painter, Mechanical Department, December 8, 1926. Mr. Brougher is survived by his widow and two sons.

CONGRATULATIONS TO:

Clifford Emory, born to Operator (Division 1) and Mrs. H. C. Hughes on May 19.

Shirlene Jo, born to Conductor (Division 1) and Mrs. A. S. Frum on March 27.

Carmen, born to Motorman (Division 1) and Mrs. W. R. Mullenax on July 8.

Madeline Joyce, born to Motorman (Division 4) and Mrs. F. McDonald on June 15.

Lupe Rosalie, born to Motorman (Division 4) and Mrs. Cliff Lamb on July 11.

Richard Wayne, born to Operator (Division 4) and Mrs. William Light on July 15.

Robert Carroll, born to Motorman (Division 5) and Mrs. H. A. Bates on June 22.

Sundra Marie, born to Motorman (Division 5) and Mrs. T. H. Chubb on June 29.

Janet Elaine, born to Conductor (Division 5) and Mrs. W. S. Fulton on July 8.

Thomas Russell, born to Conductor (Division 5) and Mrs. T. R. Sims on July 16.

Barbara Ann, born to Operator (16th Street Coach Division) and Mrs. O. R. Nelson on June 22.

Craig Allan, born to Operator (16th Street Coach Division) and Mrs. Harvey Evans on June 27.

David Lawrence, born to Mr. and Mrs. J. H. Robinson (Way and Structures) on June 20.

Robert Lee, born to Mr. and Mrs. B. L. Rodifer (Way and Structures) on June 26.

In The Pennant Home Stretch

Vernon Yard, Division 3 Leading Nines

By C. J. KNITTLE

IT WOULD be rather unethical to attempt to predict how the battle for the Lary Baseball Championship will turn out but, with only four playing Sundays left, the time is ripe to consider the leading teams' possibilities of winning the pennant.

Without giving a slough of tire-some figures based on the strength of the leaders, Vernon Yard and Division Three, it may well be said that Division Three's chances of becoming the Champions hinges on the result of their game with Vernon on August 14. If Division Three wins, these teams will be tied for first place in the standings with 11 games won and 2 lost. In that case, of course, a play-off game will be arranged to decide which team gets the Trophy.

Divisions Four and Five, it appears, have an even chance of winding up in third place and the balance of the eight teams will likely continue to hold their present standings for the balance of the season.

Through the efforts of President Roy Platner and Vice President K. E. Sloan, each Sunday continues to be an Honor Day for one of the Railway departments or employe societies. August 7 will be Instruction Department Day. Chief Instructor Oscar Elrod will be Guest of Honor and Inspector Billy Vejar will be Master of Ceremonies. A program of music and entertainment will be presented.

August 14 will be Harmony Post No. 504, American Legion Day. Commander Costello will be Guest of Honor and W. C. Coulter will be Master of Ceremonies. A field drill under the direction of Drill Master W. Mitton will be presented by the

Harmony Squadron Boys Drum and Bugle Corps.

August 21 will be Los Angeles Railway Veterans Club Day. Commander William Hollenbeck will be the Guest of Honor and L. E. Barclay will be Master of Ceremonies. A field drill will be presented and musical entertainment will be offered by the Los Angeles Railway Band.

The usual cordial invitation is extended to all employes and their friends to come and enjoy the games and the splendid programs between games.

The scores of recent games and present standings follow:

JUNE 26 at 9:30 A. M.

	R	H	E
South Park Shops.....	000	002	0—2 6 3
Division 4.....	762	021	0—17 13 0

Batteries: Lock, Miller and Farmer; Vance, Wildish and Stevers. Umpires: Porter and Held.

The Division Four boys were too strong for the Shop lads. Lynch, Misko, Burges, Foreman and Lock collected the hits for the Shops. Lock hit a homer in the sixth, scoring Farmer. Wier led the Division Four hitters with three out of three times at bat.

At 12:00 M.

	R	H	E
Division 3.....	620	000	9—17 16 9
Virgil Coach.....	001	220	1—6 8 7

Batteries: Woodward and Hancock, Barnett; Cox, Pallas and Owen. Umpires: McMahn and Held.

Woodward of Division Three hit two homers in the seventh inning, scoring Martin on both hits. Woodward and Burke led the Division three attack with three hits out of five times up. Cox led the Virgil hitters with two out of three times to the plate.

This was the Los Angeles Railway Veterans Club Day at the Ball Park. L. E. Barclay was Master of Ceremonies. Commander W. H. Hollenbeck was Guest of Honor. Entertainment was offered by a World Famous Roller Skating Trio, Miss Betty Gruver, soloist, and Raymond Puccelli, Accordionist. The Veterans Club also presented a field drill which was well received.

At 2:30 P. M.

	R	H	E
16th St. Coach.....	102	000	1—4 6 3
Division 5.....	040	110	x—6 10 2

Batteries: Anderson and Crownover; Templin and Cranston. Umpires: McMahn and Held.

Little and Braund of Coach collected two hits out of four times up. J. Huntoon of Division Five made a homer with nobody on. Huntoon, Landreth and Templin each made two hits out of three times up.

JULY 3 at 9:30 A. M.

	R	H	E
Division 4.....	0	15	13 0 0 0—19 15 0
Virgil Coach.....	0	0	0 3 0—3 8 10

Batteries: Pallas, Dossey, Wycoff, Hendricks, Cox and Martin; Vance and Stevers. Umpires: C. Widner and Held.

Dossey, Martin and Hendricks of Coach each took two hits out of three times up. Waggoner and Stevers of Division Four made a perfect score at the plate, each taking two hits out of two times up. Gracin of Division Four was credited with a two-base hit in the third inning.

At 12:00 M.

	R	H	E
Division 5.....	210	002	2—7 11 2
Division 1.....	102	000	0—3 5 3

Batteries: Ward and Templin; Means and O'Neill. Umpires: C. Widner and Held.

Landreth led the Division Five hitters with three out of three times up. Templin of Five made a three-base hit in the second inning. Marsden of Five also hit a three-bagger in the fourth. Means led the Division One lads with two hits out of three times up, one a double.

With the Shops on vacation and only a small crowd attending on account of the two days holiday, the Independence Day program was cancelled.

JULY 10 at 9:30 A. M.

	R	H	E
Virgil Coach.....	000	020	2—4 9 6
Division 1.....	130	100	x—5 8 2

Batteries: Cox and Dummer; Means and Beckett. Umpires: Evans and Held.

Pallas collected three hits out of four times at bat (for Coach). Beckett of Division One also took three hits out of four times up. O'Neill of Division One hit a triple in the first inning with nobody on.

At 12:00 M.

	R	H	E
16th St. Coach.....	000	000	0—0 4 4
Vernon Yard.....	704	010	0—12 10 0

Batteries: Anderson, Braund and Ballinger; J. Saiza, Espana and Quihuis, V. Saiza. Umpires: Kemp and Held.

Little led the Coach hitters with two out of three times up. Nelson of Coach hit a triple in the third inning. Rodriguez of Vernon led his team with four hits out of four trips to the plate. Carpio of Vernon knocked a homer in the first inning, scoring Carrillo and Sal Manriquez. A double play was manipulated by the Vernon lads in the sixth inning, Carrillo to Manriquez to Acosta.

This was Silver Bullet Day at the Ball Park. Les Sparks, Guest of Honor, was conspicuous by his absence. A brief musical program was enjoyed by the spectators.

At 2:30 P. M.

	R	H	E
So. Park Shops..5	0	1	0
Division 3.....4	10	1	0

Batteries: Burgess and Friwogel, Miller; Woodward, Andrews and Meek. Umpires: Kemp and Held.

Farmer, Friwogel and Miller led the Shops' hitters with two out of four times up, Friwogel hitting a double in the fourth inning with nobody on. Matzner of Division Three led his teammates with three hits out of three times at bat, one of them a triple in the third inning, scoring Burke.

JULY 17 at 9:30 A. M.

	R	H	E
16th St. Coach.....001	001	0	— 2 4 3
Division 4.....500	022	x—	9 11 4

Batteries: Braund and Crownover, Balingier; Vance and Stevers. Umpires: J. Widner and Held.

Murray, Braund, Chase and Welch collected the hits for Coach. Wier of Division

Four took three hits out of three times at bat and Hipes was credited with a home run in the fifth inning with nobody on.

At 12:00 M.

	R	H	E
Vernon Yard.....000	001	01—	2 8 3
Division 5.....100	000	00—	1 3 2

Batteries: Saiza and Quihuis; Templin and Cranston. Umpires: Taylor and Held.

This was one of the finest games of the season, a pitchers' battle and close from start to finish. Centerfielder Smith collected Division Five's three hits and was credited with a sensational double-out in the eighth inning when he bagged a high fly (hit by Rodriguez) in deep centerfield and in a remarkable throw to home plate nipped Acosta, who came within a few inches of scoring.

This was Retired Employees Association Day at the Ball Park. C. M. Roberts, President of the Association, and D. L. Gragg, Secretary, made short addresses. Nate Robinson, Division One motorman, entertained with a recitation, "Mr. and Mrs. Smethers and Junior of Arkansas" (taking all three parts), and was well received. Roy Blaize of South Park Shops presented his "One Man Band," playing the jazz horn, guitar and drum simultaneously, and received a generous applause. Roy Platner, President of the Baseball League, acted as Master of Ceremonies.

At 2:30 P. M.

	R	H	E
Division 3.....003	150	4—	13 15 2
Division 1.....000	000	0—	0 3 5

Batteries: Woodward and Barnett; Means and Beckett. Umpires: Taylor and Held.

Woodward shut out the Division One lads this time and allowed them only three hits. Means made two of the three. Vance of Division Three collected five hits out of five times at bat and Broman took four out of four times up.

JULY 24 at 9:30 A. M.

	R	H	E
South Park Shops.....250	000	0—	7 10 2
16th St. Coach.....002	130	0—	6 9 5

Batteries: Burges and Friwogel; Anderson, O. Murray and J. Murray. Umpires: Jordan and Held.

Farmer led the Shops' hitters with three out of four trips to the plate. Nelson of Coach collected three hits out of three times up and J. Murray of Coach was walked four times out of four times to bat. This was Shops' first win of the season.

At 12:00 M.

	R	H	E
Division 3.....401	10	Time	6 9 0
Division 4.....303	20	Expired	8 8 0

Batteries: Woodward and Barnett; Vance and Stevers. Umpires: White and Held.

Matzner, Grubbe, Meek and Woodward led the Division Three attack, each taking two hits out of three times up. Stevers, Division Four, made two hits out of two times up.

This was Los Angeles Railway Womens Association Day at the Ball Park. Mrs. Paul Brown, President of the Association, was Guest of Honor. "Ken" Sloan, Vice President of the Baseball League, was Master of Ceremonies. Short addresses were made by Mrs. Brown, Mrs. L. B.



DIVISION 3 TEAM front row, left to right: F. J. Matzner, Bill Schmidt, Joe Kohler, Bob Martin, L. E. Grubb, Jerry Triboulet, W. W. May, C. O. Taylor, Umpire. Back row: H. C. Kemp, Base Umpire; L. B. Meek, J. M. Woodward, N. E. Wankier, W. S. Vance, R. W. Barnett, G. E. Broman, H. Andrews, W. E. Richards, Manager; A. R. Burke, C. W. Morse.



16TH STREET COACH TEAM:
 Front row, left to right, O. L. Murray, Manager; M. M. Stoner, Captain; O. R. Nelson, H. H. Little.
 Back row, C. R. Pierce, D. J. Braund, W. W. Chase, H. L. Anderson, R. B. Crownover, E. L. Welch.

Center: W. H. Ward safe on base with Art Wycoff high in air.



DIVISION FIVE TEAM: Front row, left to right: "Wink" Landreth, Bob Huntoon, George Stone, Mascot; P. J. Jackson, Trainer; "Rusty" Cranston, J. E. Huntoon. Back row, Jack Carlin, Coach; Roy Dewitt, Bill Smith, Tommy Wilson, Scorekeeper; Wally Ward, B. B. Boyd, Division Supt.; "Moose" Templin, Russ Beale, "Stu" Marsden, Sam Duncan, "Hap" Daerr, Manager.



LEAGUE STANDINGS

	W.	L.	Pct.
Vernon Yard.....	9	1	.900
Division Three.....	9	2	.818
Division Four.....	8	3	.727
Division Five.....	7	3	.700
Division One.....	3	7	.300
16th St. Coach.....	2	8	.200
Virgil Coach.....	2	9	.182
South Park Shops.....	1	9	.100

Meek, First Vice President, Mrs. S. T. Brown, Second Vice President, Mrs. J. Reading, Treasurer, and Mrs. Roy Platner, Secretary. Mrs. J. F. McCormick, also a member, presented a reading of barnyard comedy which was excellently portrayed and well received.

At 2:30 P. M.

R H E

Vernon Yard.....	010	814	0—14	11	1
Virgil Coach.....	000	000	0—0	2	6

Batteries: Peralta, Espana and Quihuis, V. Saiza; Cox, Pallas, Dummer and Tudor. Umpires: White and Held.

Daughters and Owen collected the Virgil hits. Miranda led the Vernon hitters with

Division One Old Timers Tangle with Regulars

The comedy game played on June 26 at Knickerbocker Field between the Old Timers of Division 1 and the Division 1 Regulars proved entertaining to all—with the final score: Regulars 10, Old Timers 5.

We hear that the end of the seventh inning found the Old Timers just about ready to call it a day—but it was all in fun and everyone enjoyed themselves thoroughly, with credit going to Motorman N. Robinson, who promoted the game, and to Supervisor Gilmor, who arranged for the ball park and loud speaker.

three out of three times up. Carpio of Vernon hit a homer in the fourth inning, scoring Sal Manriquez and Rodriguez.

"A RULE OF THREE"

EDITOR'S NOTE: *The following was written by a London Streetcar rider—not an Angeleno!*

*"At 8 p.m. the other day
My wife and I, on Hendon Way
Stood—damp and dripping—in a
shower*

*For quite a quarter of an hour.
Condemned, with feelings far from
jolly,
To wait the advent of a trolley.*

*In time all weary vigils end—
Three Trolleys, swift, towards us
wend!*

*Proceeding in a stately row
Scarce parted by a yard or so—
In other words, we're now in clover,
One bus apiece, and one left over!*

*Pray answer then our poignant plea,
And tell us why such things should
be.*

*Why may not trolleybuses run
At intervals, and one by one?
Instead of—as they function now—
In 'coveys' and all anyhow.*

*We'd like to know, for now we're
late*

*Too many times for work or 'date.'
And if one car, by chance, we miss
We bet with certainty on this—
'Two cars ahead you'll surely find,
And miles of emptiness behind!'*

*So hearken to our humble prayer
To those who have the heart to care.
On stiff-with-waiting knees we sink
And tell you what your users think,*

*'PLEASE END THIS "RULE OF THREE"
PROGRESSION,*

*WE NEED A SERVICE, NOT PROCES-
SION!'*"

—Pennyfare.

(London Transport Board Magazine)



Details of the Second Half of the Softball League's Schedule will be given in the next issue of Two Bells.

Lary Post 541 American Legion

By LEO L. LEASMAN

Mr. Lucius S. Storrs
President Los Angeles Railway
Company
11th and Broadway
Los Angeles, California
My dear Mr. Storrs:

The American Legion Auxiliary, Department of California, is deeply appreciative of the fine cooperation extended to the Los Angeles Railway Post and Unit and, in fact, to the Legion and Auxiliary in Los Angeles County, in using the poppy poster on the weekly passes.

This was truly a unique manner of advertising, and it has been a real pleasure to draw this to the attention of our National Officers.

This program is the major means of raising our welfare funds, and we are grateful for your assistance.

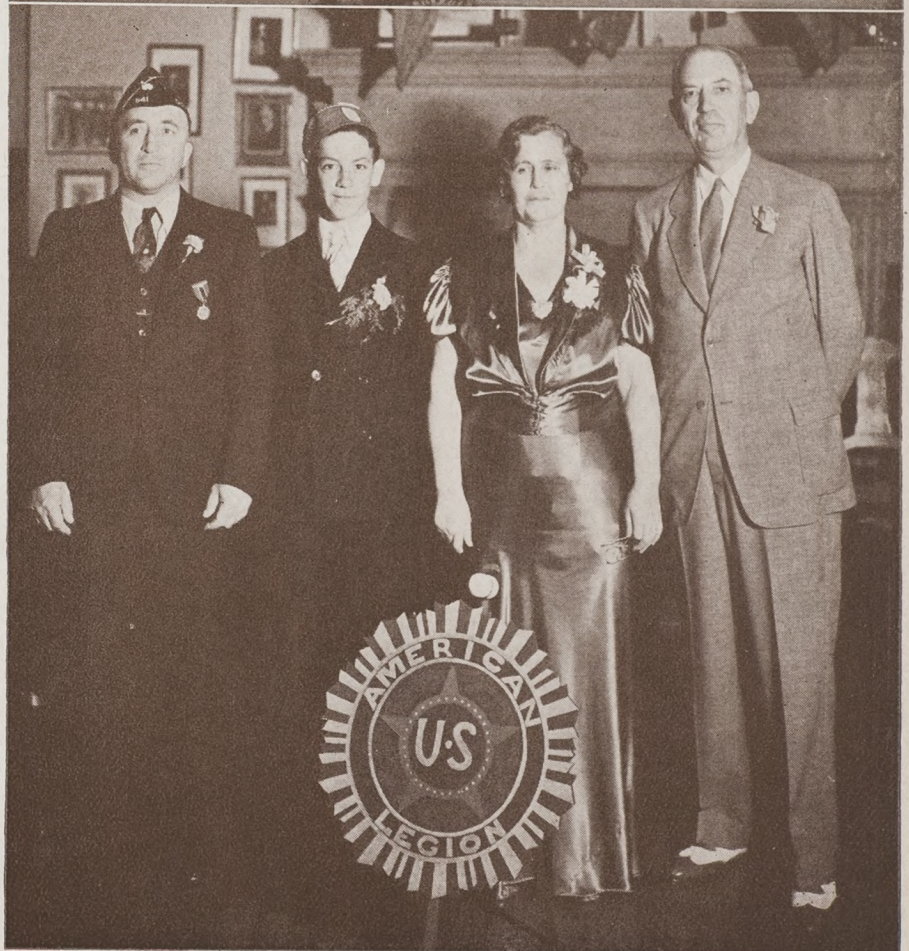
Very truly yours,
ETHEL M. FLYNN,
*Secretary-Treasurer of
American Legion Auxiliary,
San Francisco.*

Tuesday, July 19, at Patriotic Hall, the Los Angeles Railway Post, No. 541, American Legion, was joined in a triple installation before a large audience. The Unit, with ceremonies performed by the 17th District Ritual Team and assisted by Betty Lukowski, 17th District President, installed the following officers:

President, Mrs. Emma Marques; First Vice-President, Mrs. Pauline Chilcoat; Second Vice-President, Mrs. Roma Burgess; Chaplain, Mrs. Anita Brehm; Secretary, Mrs. Bettie Leasman; Treasurer, Mrs. Amy Jackson; Historian, Mrs. Mary Favour; Sergeant-at-Arms, Mrs. Lucy Brooks; Marshal, Mrs. Elizabeth Hinson; Executive Women, Mrs. Catherine McDonald, Mrs. Margaret Carleton, Mrs.

Busy Days For Lary Post 541

BERENDO UNION HIGH SCHOOL AMERICAN LEGION AWARDS. Left to right, front row: Betty Albers (3rd award); Betty Cheleson (2nd award); Jean Wood (1st award); Mary Reese, President P.T.A. Berendo High School; Mr. Shumaker, Principal, Berendo High School; (standing directly behind Principal Shumaker, William and Jimmy Brooks, members of Sons Squadron, American Legion); Mrs. Gertrude Ronsaville, Member Board of Education; William Rankin, Class President (1st Award); Bruce Embree (2nd award) and Red Welch (3rd award). Left to right, rear: Mrs. Lucy Brooks; Mrs. Emma Marques; Mrs. Hinson; Mrs. Betty Rocah; Mrs. Mary Young; Mrs. Roberta Coulter; Mrs. Bettie Leasman; Leo Leasman; William Coverdille; R. H. Manning; Ed. Marceau. (All on rear row of pictures are members of the L. A. Railway American Legion Post and Auxiliary No. 541 of the American Legion.)



Lower, left to right, we have the new Commander of Post 541, Al Brehm; Sons of the Legion Squadron's Captain, Jimmy Manning; Mrs. Emma Marques, Auxiliary President, and C. E. Morgan, Manager of Operations for Railway.

Maud Zellars. A Past President's pin was presented to Mary Young, the retiring President.

The Sons of the American Legion Squadron was then installed by the 23rd District Ritual Team. The officers installed were: Jimmie Manning, Captain; Howard McDonald, First Lieutenant; Donald Smith, Second Lieutenant; Wendall Smith, Adjutant; Wm. Brooks, Finance Officer; Calvin Offenstien, Historian; Edward McDonald, Chaplain; James Krooks, Sergeant-at-Arms. The Past Captain, Jack Offenstien, was presented with a Past Captain's Badge.

The Post was installed by the 17th District Ritual Team under Captain Bill Hart, with officers for the coming year being: Commander, Al Brehm; First Vice-Commander, Lester Carleton; Second Vice-Commander, Ed. Cotterly; Chaplain, C. B. Elworthy; Historian, W. C. (Pop) Carleton; Adjutant, R. H. Manning; Finance Officer, E. B. Logsdon; Sergeant-at-Arms, Chas. Detrick; Assistant Sergeant-at-Arms, Leroy Hobbs; Executive Committee: F. F. Favour, R. J. Smith, J. L. Zellars, H. B. Marques.

Commander Leasman, who had served two terms, was presented with a Past Commander's Pin and a Badge by the Post, and a Past Commander's Ring from R. H. Manning, Adjutant. Past Commander Leasman presented C. H. Hinson with a Past Finance Officer's Badge and R. H. Manning with a brief case and year bar, and to the new Commander who brought in 18 new members in a given period, a blue American Legion shirt. We were highly honored to have present at the installation Mr. C. E. Morgan, Manager of Operations, and many other distinguished guests.

Our sincere congratulations are extended to the newly installed officers, and best wishes for a happy and successful year.

"I can't marry him, mother; he's an atheist, and doesn't believe there is a hell."

"Marry him, dear, and between us we'll convince him he's wrong."

LARY VETS CLUB

By W. H. HOLLENBECK, *Commander*

The several hundred spectators present at the Lary Baseball Park on the occasion of Railway Veterans Day, Sunday, June 26, were enthusiastic with their praise of and lavish with their applause for the program put on by our Club.

Our splendid Master of Ceremonies, Junior Past Commander L. E. Barkley, called upon Sergeant-at-Arms Timmons and the Color Bearers, Comrades Blakely and Tolle, to post the Colors.

Next, Commander W. H. Hollenbeck and Misses Ruth Madigan, Helen Hoyle, Ruth Barkley and Janet Nelson, sponsors, carrying the Colors to be presented to the Lary Baseball League and, escorted by our newly formed Drill Team under command of Captain E. J. Roche, marched onto the field.

In a few well-chosen words, Commander Hollenbeck presented the Colors, which had been donated by the Lary Veterans Club, to President Roy Platner of the Baseball League. President Platner made a fine speech of acceptance on behalf of the League, and invited the Club to be guest of honor again on Sunday, August 21.

The young lady sponsors then made the Colors cast to the lanyard and to the stirring strains of The Star

Spangled Banner, beautifully rendered by our Streamlined Band under the able direction of Comrade Rosenstein, Old Glory was quickly hoisted to the top of the flagstaff.

Master of Ceremonies Barkley called upon our Manager of Operations, Mr. Clint Morgan, for a few words. Mr. Morgan expressed his pride in the splendid ceremony just enacted, and in the fact that his boys and girls have such a fine organization and are doing such splendid work.

Mr. Morgan then led the assemblage in singing our Company's delightful song, "Smiles."

Raymond Purcelli rendered several selections on the accordion to the enjoyment of all present.

The world-famous Roller Skating Duo then performed thrilling feats.

Members of the band rendered special selections, which were enjoyed by all.

Our newly formed Drill Team gave a short but snappy and quite well-executed drill—after which the baseball players took to the field.

The day, as well as all other days at our baseball park, was made especially enjoyable because of the excellent public address system owned and installed by Mr. Ken E. Sloan, the popular Vice-President of the Lary Baseball League.



Reading, left to right: Commander W. H. Hollenbeck; Miss Ruth Madigan; Miss Helen Hoyle; Miss Ruth Barkley; Miss Janet Nelson; and Past Commander L. E. Barkley.

At our regular monthly meeting on Tuesday, July 12, several new members were admitted to the Club.

It was unanimously decided to form a permanent Drill Team which is to serve as a Ceremonial Team, with a firing party included; as a Degree Team; and as an Exhibition Drill Team.

All members present enjoyed a short but snappy drill, after which the Club joined with the Ladies Auxiliary in the Patriotic Hall Dining Room where perfectly delicious refreshments were served by the Auxiliary.

The July birthdays of Mrs. Hoyle, Mrs. Clark, Comrade Lynn and Comrade Roche were celebrated.

The Lary Veterans Club is a social organization with dues of \$1.00 per year. Qualification for membership is an honorable discharge from any of the armed services—peace-time or war-time.

Next meeting 8:00 p.m., Tuesday, August 9, Patriotic Hall, 1816 South Figueroa Street.

VETS CLUB AUXILIARY

By THERESA V. MADIGAN, *Secretary*

Due to vacations the Auxiliary will hold no meeting in August. However, there will be a Garden Party at the home of Mrs. Hannon some time during the month. Members will be notified by mail as to the date of this event.

A very interesting meeting was held on July 12, after which our hard-working refreshment committee put on their usual first class refreshments.

The Guests of Honor, whose birthdays were in July, were Mrs. Hoyle, Mrs. Clark, Comrade Roche and Comrade Lynn. As in June, the Guests of Honor each found a gift at their places at the tables. The committee on refreshments are to be congratulated for their work each month. The

table was beautifully decorated with flowers and the eats were sure tasty.

As soon as the date of the Garden Card Party is known, notices will be mailed out and if you fail to attend you are going to miss a good time.

SQUARE AND COMPASS

By BILL LANE

The Square and Compass Club did not hold its regular meeting and banquet this month, it being vacation time for most of its members.

A great many of the Brothers journeyed to Henry S. Orme Lodge with the Grotto Degree Team and helped confer the Third Degree on Brother Vaughn of Division 4 on the evening of June 16. Johnnie Collins who is the Master of Henry S. Orme Lodge, honored our Club again on the evening of June 30 when the Club Degree Team conferred the Third Degree on Brother Fisher, another Division 4 man. No doubt we will be having these men as members of our Club soon, how about it, boys?

There were 52 of our members at South Park Lodge on the evening of June 28 when the Square and Compass Club conferred two Third Degrees on Brothers Billy Vejar and Herbert Van Riper. Quite a number of our members alternated in putting on the ceremonies for these two Brothers including Brothers J. C. Collins, Oscar Elrod, Bill Mott, McCormack, Raymond Smith, Charlie Polchow, Jerry Cox, Bill Lane, Leo Bean, and the old reliable Phil Klinglesmith. There were also present Brothers Ed Fleming, Irvin Gretenburg, Meek, C. D. Clark and his boy T. C. Wiley, and the twins R. C. Hoyle and Nelson. Also others who did not pay me to put their names in this column.

Brother Raymond Smith is going on his vacation as Scoutmaster of a group of Boy Scouts at Camp Siwinis, Swartout, California, from July 31 to August 14. If you wish to go with him, join his scout troop.

Those famous old twins, Leo Bean

and Chas. Polchow, went north to Yosemite Park for their vacations and arrived back safely and all tanned. Their wives were with them. They had a fine time.

REVOLVER CLUB NEWS

By R. J. MACMILLAN

The Los Angeles Railway Championship Medal for the month of June was won by Conductor J. W. Allen who shot a score of 246 x 300 points.

Captain Brewer took the Centinelians over to the University Police Range on June 11 for a couple of matches with the United States Treasury Department Team. The shooting was done over the National Match course. The first match was won by the USTDT by five points, the score being 1305 x 1300. The second match was also won by the USTDT, the score 1247 x 1194. Both teams went to pieces in the second match, a very usual occurrence for these teams.

At the monthly medal shoot held by the Centinela Springs Revolver Association at the Centinela Park Range, the Railway Division took first place in the Class A event. R. J. MacMillan shot a 94 slow, a 92 timed and a 92 rapid, or 278 x 300 points to take it. This score was tied by Dick Radda of the Civil Service Division but the decision was given to MacMillan on the timed fire stage in accordance with the rules of the National Rifle Association.

WOMEN'S CLUB PICNIC

The Railway Women's Club family picnic has been changed from August 28 to August 21. It will be held at Sycamore Grove, at picnic ground No. 3, the sunken garden. Time: 12 noon to 8:00 p.m. We expect you and your husband and family to come prepared to have a good time. Bring a pot-luck dish and your own sandwiches. Coffee and a cold drink will be served by the Club at 1:00 p.m. and 6:00 p.m. Fun for all! Races and contests will be held in the afternoon. Don't forget the date: August 21.

16TH STREET COACH



Most of our vacationists are getting away from the daily grind and seeking the great outdoor places. We hope to hear from those who have returned from interesting trips.

Word was received from your retired superintendant, C. O. Morse, that he and Mrs. Morse were enjoying their trip through Zion National Park and Grand Canyon.

N. Miller and his Wilshire boys enjoyed a Safety group dinner at Kay's Cafe. Everyone received a small gift and good fellowship prevailed.

C. E. Grace was about to pull away from the curb on Alvarado when he spied a man and his family running to catch the bus. He waited for them. It was a warm Sunday and they were headed for the beach. When they got off to make connections the man gave Grace a quarter with a word of appreciation and the instruction that he get himself a cold drink.

We offer our deepest sympathies to Walter Brown whose father passed away recently.

A lone figure seen early on Sunday mornings around wrecking yards, has finally been identified as J. E. Barnett who is reported to be the owner of a car that was built just after the world war.

Anyone wishing to do versatile Jimmy Kresge a favor, should write Jan Garber, St. Francis Hotel, San Francisco and request the playing of Jimmy's song, "When I Awake From a Dream Without You."

King Riley has been driving on the west side for so many years that he

had to learn the lingo when he changed over to Soto recently.

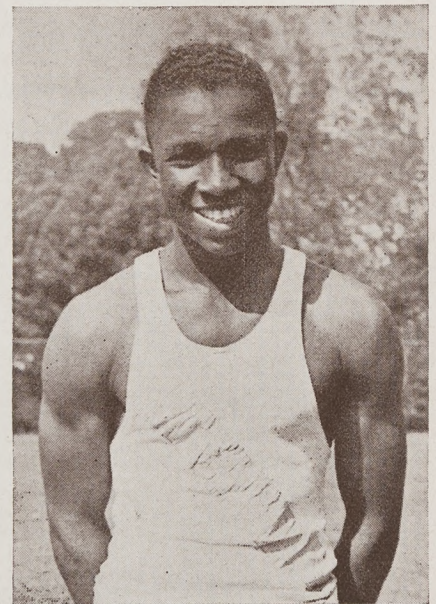
C. Lyle's little daughter Barbara Lee, better known as Bobbie, appeared on the Paramount Theatre program with the Meglin Kiddies recently in a military tap number.

New men in this Division in the past few weeks are D. C. Renley, R. H. Church, F. A. Le Gro and F. O. Cassidy. Howdy, boys, take a bow.

G A R A G E

Many of our vacationists are returning to work with sun-tanned smiles and enthused over their recreation in the great open spaces. We expect to hear some wondrous tales before the season is over.

This was not intended to be a calamity column, however, Jim Buchan suffered severely bruised knees and cuts about the head which kept him home three weeks. An auto, speeding through a signal, collided with the car in which Jim and his family were riding with friends. The two ladies in the other car were taken to the hospital. Buchan was the only one injured in his friends' badly wrecked car. Percy Marsh of the



Ulysses Cobb, son of E. Cobb, Janitor at 16th Street Garage, winner last month of the Class "C" 8 lb. shot put in the city relays, setting a record distance of 51 ft. 3 in. Ulysses is fifteen years of age and attends Jefferson High School.

Storeroom narrowly escaped injury in a similar crash while on his way to work recently. Marsh's car was not greatly damaged and the other motorist was not injured although his car turned over a turn and a half, the result of too much speed through an intersection where Marsh had stopped. At the time of this writing Paul Marshall of the Second Shift was in the hospital seriously injured in a traffic crash with his motorcycle.

According to our golf enthusiasts, the twelfth hole at Whittier was recently made safe by Gene Lockeridge who killed all the snakes the last time he played there.

The Credit Union's strong box is far from being a flimsy affair, in fact it took Frank Rowbottom several days to open it. The Second Shift, moved by his struggles with the combination, presented him with a huge key and marked off a place for a key hole.

We offer our sympathies to Howard Froby who received word of his father's death in the east.

Walt Powell's young son Douglas and another boy had the unpleasant experience of finding an elderly man's body floating in Ballona Creek recently.

Featuring a live goose, Joe Crawford entertained his fellow workers at a house party the other evening. However, due to a slight mishap Joe will not repeat the performance.

Roscoe Kirkwood was never so peeved as the other day when someone stole 15 chickens and a rabbit he had fattened. His garden hose was also taken.

When this was written, it was "time out" for two of our gate watchmen. H. McConaha, who is on the sick list, and C. S. Haldeman, operated on in St. Vincent's Hospital. We hope to see them back with us soon.

Jimmy Summers decided to varnish his fishing pole and try his luck. Several days later he found the pole still wet, then discovered that he had coated it with linseed oil instead of varnish. All of our fishermen are still laughing about it.

Two softball teams, the Tulips and

the Pansies, both composed of regular players from the Garage team and anyone else from the Garage who wished to play, have been playing at Vernon Yard. In their first game the score see-sawed until it settled down to 13 to 11 in favor of the Tulips. In the second game the Pansies put Lentz's young son in centerfield and thus strengthened by his ability to catch every ball that came in his direction won by a score of 8 to 6. Some of the old timers who had not played ball since Babe Ruth was indeed a babe, were running around the bases like rabbits. John Keller snatching the ball out of the air faster than the eye could follow, Turk doing

clever juggling on first base, Nunn's flying leaps, well-intended, but a little short, are but a few of the spectacular sights witnessed at these games. These two teams are expected to play again from time to time. Come out and see the fun.

The employes of the Sixteenth Street Garage and their families wish to express their appreciation to President Storrs and the management for the vacation with pay which they are now enjoying.

Many are able for the first time in years to take a vacation which has been denied them in the past due to varying circumstances.



"Such Service! What do they have—20 minute headways?"

DIVISION ONE

By W. R. FLECK

Your regular correspondent, Roy Ruggles, being on his vacation at the time this issue goes to press, I have been requested to pinch hit for him. We all hope Roy is having a good time. Well, here goes.

The L. A. Railway Band is practicing in its summer quarters out behind the Division, and the trainmen and clerks are entertained every Tuesday morning with a band concert. The boys are getting into some pretty deep stuff now. They are playing symphonies and overtures, as well as band music. There are about twenty members at present.

The old-timers at this Division are getting young again. They challenged the regular team to a game of baseball and although they were beaten by a score of 10 to 5 they put up a darned good showing, and with a little more practice may give any team a good game. One of the highlights of the event was the arrival of "Mr. and Mrs. Smithers and Junior from Arkansas," Mr. Smithers portrayed by yours truly, and Junior by Motorman F. A. (Barney Google) Smith, but the payoff was Mrs. Smithers, (Motorman Nate Robinson). No one could figure out who he was until after he had taken off his disguise. A repeat performance has been promised at a later date and you don't want to miss it.

The men at this Division are to be congratulated for the fine showing they are making in cutting down the accidents. We had a red letter day on Sunday, July 10, when we chalked a great big zero up on the board; all day we hadn't had an accident. That's the stuff, fellows, let's keep it up.

A lot of the men have been bitten by the vacation bug and many are on an extended leave of absence. H. F. Keiser is spending 21 days in a neighboring country, Vancouver, B. C., Canada. E. K. Urban is taking two weeks, driving north and into Canada.

A. A. Johnson is going webfoot for 3 weeks up in Oregon. L. M. Heft is back in the corn state, Iowa, for 30 days. R. W. Brigham is spending 29 days just touring in his brand new house trailer. H. S. Haag is mountaineering up at Big Bear for 37 days. H. I. Frey is up in Fort Dick, Oregon, looking over the lumber situation. He will be gone 53 days. J. Viellenave is resting up for 53 days at Tahoe City, and F. Johnston is staying at home for 52 days. Motorman P. K. Murray has been forced to take 30 days to go to Missouri on account of his mother, who is very ill.

Motorman A. W. Hubka has been called for the Police Department. We think he will be a very good officer. Good luck, A. W. We have several other men who are on the list and are expecting a call.

Your correspondent had quite an experience the other morning when two young ladies, who had just arrived from Texas, boarded the "J" owl on which I was the operator, and on reaching the end of the line they asked where the bus terminal was. I asked them which terminal they were looking for and they informed me that they wanted the bus terminal to take a bus to Salinas, California. They had been told to take a "J" car to the end of the line and take a bus from there. It developed that they wanted to go to the Greyhound Terminal at Sixth and Los Angeles Streets, which was within four blocks of where they had boarded the car, which is all in a trainman's day.

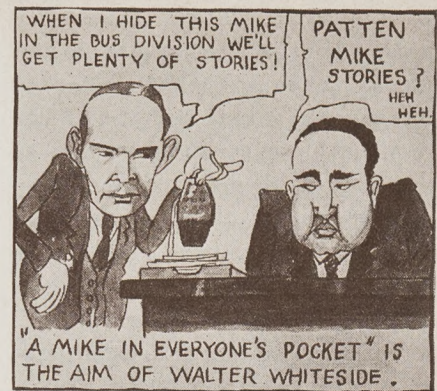
Here's some good news for you. Your regular correspondent will be back with us for the next issue. So I guess I'll sign off. So long.

P. S.: A tip: If you want to keep out of the Superintendent's office, do your stuff.

FOR SALE

Pomeranian pedigreed toy female puppy. Two and one-half months old, \$15. C. J. Knittle, Division 4.

ELECTRICAL



Well, folks, we are again in the midst of that time which can only happen once a year—VACATIONS!

J. C. Morgan went fishing for tuna and caught sardines, but O. J. Moser just went fishing. Incidentally, did you notice in a recent issue of the Southwest Wave that "Smiles" Moser is a candidate for public office?

A. Knaus enjoyed a trip to St. Louis and was he proud to be able to witness while there the graduation exercises of his son from the University.

James Rose had a tourist's vacation—two nights each at Sequoia, Elsinore and Catalina.

E. J. Clardy said "All aboard—here we go" then hitched his trailer to his car and traveled to the High Sierras and San Francisco.

E. O. Thurtell got as far as Santa Suzanna Pass. He purchased a cabin site there and will probably spend the next year's vacation building the cabin.

Morris Lander enjoyed two weeks inspecting the Richardson Grove of Redwoods.

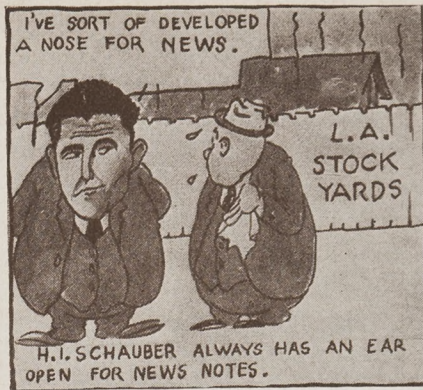
W. T. Smith kept the bears company at General Grant Park for a couple of weeks.

Homer Runyon got only as far as Sequoia, then returned to town and on to Big Bear Lake.

Before Eugene Brox developed his "sea legs" he fell out of the boat, camera and gun included, all this taking place in his old stamping grounds, Utah.

Eddie Caldares spent an enjoyable two weeks working in his yard.

VERNON YARD SOUTH PARK SHOPS



Green Foulkerson, who guided the destinies of the track oilers for a number of years before his retirement, paid a visit to the Yard last month. He is still hale and hearty and able to out-walk anyone in the Department. He spoke of a recent visit to the home of Mr. James Handley, retired Foreman, who has recovered from a recent illness and is quite active again.

Of course the subject of vacations is tops at this time. While you are listening to the account of how Bill Swearingen caught a 35-pound halibut off the Malibu barge, George Ramsey breaks in with his plans for a trip to San Diego where he expects to catch at least a 40-pounder. Several of the boys seem to have a yen for yon green pastures. Traywick went to Detroit where he took delivery on a new Plymouth and then made a return trip of some 3600 miles via Alabama. Louie Schmidt and family made a trip to the Canadian Rockies. Bill Rankin and wife started for San Francisco but turned back at Fresno when the heat got the better of them. Fred Barnes is taking a 60-day leave. Destination unknown. Kelly Holmes took a little jaunt to Carmel and Yosemite. Bill Gains and family to Alabama for some of the old folks' fried chicken. Jimmy Watkins to Ensenada, where the snakes are so bad you gotta "tequila" proper precautions against 'em.

(J. H. BAILEY still pinch-hitting for Regular Scribe F. ARLEIGH FRASER.)

Our vacations—where we went—how and what we got there! Words and space foreclose any chance of covering each and everyone who hied themselves to camps, lakes, woods, lodges, mountains, ranches and islands. Went fishing, golfing, hunting, sailing and swimming. Got snake bit, dog bit, mosquito bit, sunburned, windburned, snow-blinded and frozen. Some fun. However, we will try to hit a few of the high spots as we go along.

First, in this small way, we wish to express to the management and all concerned our sincere and heartiest appreciation for being so favored. Being so honored is a tribute to our personal worth and may we always fulfill those expectations.

May we dedicate this to our many boys in each department who have come to us temporarily from the Divisions and the outside. They have done their part in our latest reconstruction program of rearranging for one-man operation 59 cars. Some of them will stay. We wish them all the best of luck and prosperity.

Our Federal Credit Union, M. & E. No. 2770, is moving along in good shape. This brings the savings bank direct to the depositors, and should promote a deeper sense of thrift among all of its members. Several of the different Departments in the Shops have made a good beginning.

E. J. Miller of the S. E. Office is back from his vacation via the Grand Canyon to St. Louis. He spent many hours touring the Railway Shops and was very much enthused with the systems and stages of construction of our new cars now on order. If you notice a slight limp, it was acquired trying to keep up with

our very efficient Chief Inspector Rex Guignard who is supervising for us during construction of our big order.

H. L. Turner, Clerk of the S. E. Office, spent his vacation doing fashionable "Spas" at Santa Barbara and Monterey.

Helen Fraser, also of the S. E. Office, spent a recent week-end motoring to and from San Francisco. Helen does get around.

S. Brown, Progress Clerk, took his relaxation among the gigantic peaks and forests of the Mammoth Lakes country. We understand that he made expenses up there showing the natives his bald head. Could not we all?

We have with us Mrs. Mildred Showers who replaced Miss Clara Willhoft during her illness from the Store Office. Clara is back and looking swell. Mrs. Showers is being retained during the rush and vacation period.

Harold Colby, Chief Clerk of the Store, is back on the job after vacationing or shall we say on his second honeymoon?

Highlights of the Winding Room: We have Fred Andrus completing over 34 years of service and is now in retirement on the Special Roll. Congratulations, Fred, and in the near future we plan to give space herein that will do you credit for your many faithful years of service.

Joe Schnell, who is on the sick list, was in to see us the other day and has gained much in weight.

R. L. Sloan, versatile Financial Secretary of our T. U. of C. Local No. 2, arrived back safely from Detroit in a new Plymouth. He encountered five days of good old Eastern rain and muddy roads.

E. Sayre, upon his word of honor, spent his entire vacation period in his back yard.

In the Truck Shop we have C. Campbell back from a vacation in Missouri.

Foreman Harry Longway is guarding a secret ambition to become a big butter and egg man.

In the Machine Shop, reports have it that Sherman Kriewald did no little

fishing at Yosemite on his vacation.

Here is a tongue twister. Adolfo Ayala and Rojelio Diaz, Welders, concluded their vacation by attending the bull fights at Tia Juana.

Joe Ellis motored to Boulder Dam and the Grand Canyon vicinity on his vacation.

Wilford Cook visited his folks up north, climaxing his vacation by killing his first rattlesnake.

The Blacksmith Shop personnel during the vacation period was Herman Krintz and Ignacio Mendoza.

Bob Ballard went way back to his home town, Visalia, and thinking he was good as he was some "steen" years ago tried some of his old stunts at the swimming hole. Bob was back in a flash with a splash and a stiff back and things like that.

I. "Nat" Duron attended the bull fights at Tia Juana and says they carried more American women out of the arena stands than they did bulls out of the arena.

Painter Foreman Lee Crump was just one of the 400 Shop men to visit Catalina on their vacations. Lee, however, returned in time to attend the ball games, of which he is an ardent follower.

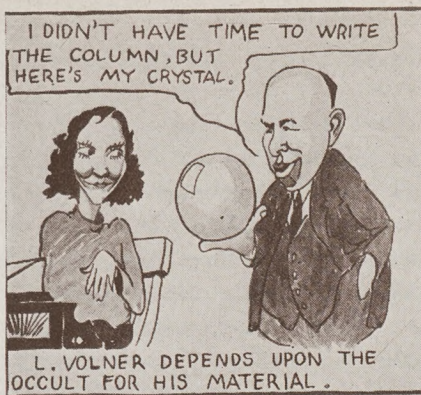
The sad passing of Painter Ernie Bougher was a shock to his many friends here at the Shops. May we take this opportunity to express our heartfelt sympathy to his bereaved family.

Of the Carpenter Department we have the most daring, most courageous vacation enthusiasts of all. Assistant Foreman B. E. Timbs, T. Tripney and T. Frew who went forth to Catalina Islands for the sole purpose to battle par on the ups and downs of yon fair golf course. There was no cash lost on the game—but balls?

Sad, but true, our friend Charlie Shelford took sick the first day of his vacation and was a shut-in the entire period by doctor's orders.

Last and least (minded) is C. Canniles, of the Coach wiring gang. Believe it or not he came in Monday morning, July 1, with his lunch pail in hand and all ready to go to work.

DIVISION THREE



"You can't tell how far a frog can jump by looking at him," says Operator W. A. Clark, and now he vows he'll never again make a bet with a Scotchman. While breaking in Conductor A. E. "Red" McGowan to be an Operator, Clark agreed to give "Red" a penny for every kilowatt he could go in the black. As the game was new to him, "Red" was thirteen in the black the first day; twenty-six the second; forty-six the third, and on the fourth day, just to show what could be done by a first-class Operator, he saved fifty-four kilowatts. Clark said if he continued at that rate he'd be using perpetual motion in a month.

Since the new air-operated doors have been in service on the "W" line, the conductor has to notice his passengers even more closely than before and wait until all are safely on the platform before closing same. About 8:30 a.m., July 11, while standing at Eighth and Broadway, waiting for the signal to turn, as all passengers had boarded and alighted and nothing to do but wait, when the signal turned to go and the motorman called for bells he had to still wait, for just at that time a young lady stepped in the safety zone at the rear steps of the car, got a piece of gum out of her purse, unwrapped same, crammed the gum into her mouth, then boarded the car. By this time the next signal was missed, and to make it seem worse than ever the lady pulled out a Company pass, for she was one of the force heading for the Main Office.

As his run would not pull into the barn until some time after 7:00 p.m., Motorman S. O. Huddleston got off the last part so he could be at home to enjoy the recent big fight via radio.

On the night of June 20, crossing North Figueroa at Avenue 28, Motorman R. W. Riley was hit by an auto. For a time it was thought that he would not pull through, as so many bones were broken, but as this is written he is getting along very well, but it will be some time before he will be out of the hospital as both of his legs were broken.

When coming into the office and calling for his run after a very hurried trip for fear he would miss out, Conductor C. E. Dennis was somewhat relieved when he found he was an hour and a half early.

In the year 1888 Mr. W. S. Rice, at the age of eighteen, began his street-car career as a Conductor on the horse and cable cars of the Philadelphia Rapid Transit Company. While on the extra board a man might be called for duty on either line, as both horse and cable cars were run out of the same barn. It was six years later before they started the regular trolley cars. Mr. Rice stayed on the job twenty-nine and one-half years—the last ten years being a Supervisor. When he left the Company he was given an Employment Certificate showing satisfactory service. In May, 1918, he began work as a Conductor for the Los Angeles Railway and on July 11 of the present year was given a watchman's job, at present being stationed at the Sixteenth Street Garage. Mr. Rice leaves the platform, where he had an excellent record, with the best wishes of all, and we trust he will get much enjoyment out of his new position.

When the president of the Los Angeles Chamber of Commerce was asked how the depression had hit Los Angeles, he replied: "Depression? We've got no depression in Los Angeles." Then he added, "But I'll admit this is the poorest boom we've had in many, many years."—Montreal Herald.

DIVISION FOUR



Motorman H. J. Kees, dutiful husband and father of two young boys, took advantage of the two days vacation, July 3 and 4, and drove his proud little family to the Blue Jay Public Campground, two miles southwest of Lake Arrowhead. Here they experienced a greater thrill than is ordinarily provided by bursting firecrackers, whirling pinwheels and sizzling skyrockets.

About 8:00 a.m. of the first day in camp the four and one-half year old son, Billy Joe, wandered away. After a futile search the distraught parents notified Deputy Sheriffs Perry Green and Jesus Amarias, veteran Indian tracker, who with Constable Hal Davies of Crestline launched an energetic search of the area.

At 5:00 p.m., with no trace of the youngster, Sheriff Emmett Shay and Under-Sheriff James Stocker were called and rushing to the small mountain community, quickly organized all deputies, forest rangers and 75 volunteers of the Blue Jay region and penetrated the heavily wooded hills in a desperate race against darkness.

Four hours later, shortly before 9:00 p.m., two autoists, W. F. Bruce and L. J. Carter of San Bernardino, traveling along a rarely traveled road near the North Shore Tavern on Lake Arrowhead, ten miles from the Kees' campsite, came upon the boy walking leisurely down the middle of the road.

When the adventurous child was returned to the grateful arms of his parents, he gave no indication of shock from his day's experiences and

officers concluded that he probably wandered aimlessly all day through the hills where there are scores of mountain cabins.

The vacation season is cutting quite a nick in Division 4's trainmen personnel. From thirty-two to forty men are receiving their one week vacation with pay each month and a few who had planned trips east or north are granted additional leave of absence.

Motorman R. E. Greene left July 16 for the National Guard encampment at San Luis Obispo and Motorman H. W. Gilbert returned July 31 from a 35 days trip to Center Point, Arkansas.

Superintendent W. H. Snyder returned recently from his annual two weeks vacation and reports that a one-day trip to Catalina was the only exciting event of the period.

Motorman J. C. Baldwin and family on June 29 moved into a new home which they purchased at 131 West 53rd Street. Operator D. L. Adams also moved his little family into a newly-furnished home at 5718 11th Avenue recently.

"H" Line had a shake-up. It went into effect Sunday, July 10.

Conductor and Mrs. A. B. Chambers are enjoying a six weeks stay in Columbus, Ohio, visiting Mrs. Chambers relatives.

Vito Nicassio, whose business is sanding the rails so the wheels won't slide, will spend a two weeks vacation starting August 8, at the beaches—building castles in the sand.

Two husky colored boys, both 15, made a bold daylight attempt to rob Conductor E. N. Bliss on the "B" Line one recent Saturday at Seventh and Main Streets. The first negro started the melee by pumping money from Bliss's changer. The second pounced on Bliss when he attempted to capture the first hoodlum. Two mail carriers seized and held the second lad and the first one got away but was overcome by a police officer after a short chase. They are being held for trial. It is the fourth offense for one of the boys.

LYNN STANLEY . . .



. . . husky and handsome little son of Mr. and Mrs. A. L. Austender (Division 4).

MECHANICAL DIVISIONS



Mr. and Mrs. E. L. Kunkle spent the week-end up and around Santa Barbara, fishing and sightseeing. They report a very fine time.

E. L. Swartz and Elmer Gordon are still trying to win a game of cribbage from W. McDonald and L. W. Holloway. Elmer says Swartz is very hard to *drag* around (I'll say he is).

The boys on nights say summer is here. Why? Because Mr. Christophersen, our Night Watchman, has put his overcoat away.

L. W. Holloway is sporting a wonderful coat of tan these days. Sparkie likes the beaches.

Night Car Cleaner P. M. Deyo and

friends got mixed up in an auto accident. Deyo says when he came to he was in the Receiving Hospital, but came out with no scratches. Pretty lucky boy.

J. J. "Jimmy" Phillips left on a four weeks trip to visit relatives in Arkansas and Florida. We're expecting some good fish stories when Jim gets back.

R. O. Martin and wife made an enjoyable week's trip to Vancouver, B. C., stopping at the interesting points on the return trip.

Division Two

Peace and harmony again prevail among the Watchmen, who are just getting acquainted with their new shifts.

L. H. Scudder, who entered the service in 1898, was the first to enjoy a "L.A.P." vacation.

Floyd Monnier is the Relief Watchman for the Mechanical Department and being an old time Division Two man, should know how to get around at any Division.

Accidents still happen—but why? George Morton, who has been in the service a long time, and real Watchman, had the misfortune of colliding with a switch guard. Result—injured head.

Division Three

Boyd Walters returned from his

six weeks trip. He has a nice coat of tan—all set for another year.

The boys are all eagerly awaiting their vacation week. Some were a little disappointed as to the time they got due to there being only three men to relieve all Divisions, but they are sure glad to get the week with pay.

Division Three had all three relief men, J. Hale, H. White and A. Minikel for one week. That's something.

Pete Hansen writes from Sweden that he is having a swell time.

H. Wescombe, the Committee Chairman, is driving to Canada for his vacation. Watch out for the fish stories when he returns.

G. Treneer and H. Wescombe helped to fill the Coliseum on July 4. Were they watching when Sally Rand appeared?

Division Four

J. J. Inman, fisherman, reported back Monday morning—no fish, but a good time over the weekend.

R. A. McDowell is spending a week at Catalina.

Charles Furrer and his wife spent the week taking in the sights at the beaches and report fishing very poor.

C. C. Parker is spending his vacation at Catalina.

F. J. Rappe spent his vacation

week with friends at Soledad Canyon.

Mary Jones has returned from a very enjoyable vacation.

"L.A.P." has surely put a smile of appreciation on the faces of the returned vacationists.

Division Five

See Ralph Nokes for expert glass cutting. He always comes "close."

Ben Burgess spent his vacation just doing nothing.

Bill Elmblad and family enjoyed a week at Lake Elsinore. Yes, he is starting to peel now.

It seems that mirror glass and Jim Boen don't get along very well. Well, practice makes perfect, Jim. Pinch tight means ruin.

Wheeler Ellis enjoyed his vacation among his rabbits and chickens.

Andy Duncan's folks are visiting him from Canada and he's showing them around on his vacation.

Jimmy James is still going strong on that electric train that Santa Claus brought for Christmas. He's even making his own tracks now.

Note from General Foreman W. T. Brown:

Our genial scribe, F. F. "Doc" Robey, is enjoying his vacation hoeing weeds and otherwise making himself useful on the ranch. He says it beats Turkish baths and costs less.

Why Is a Locomotive Called a SHE?

They wear jackets with yokes, pins, shields, and stays. They have aprons and laps. Not only do they have shoes, but they have short pumps and even hose, while they drag trains behind them. They also attract attention with puffs and mufflers, and sometimes they refuse to work. At such times they need to be switched. They need guiding and require a man to feed them. They all smoke, and are much steadier when they are hooked up.—L. Kramer in R. R. Yardmaster.

V I R G I L



Operator O. R. Jordan is looking forward to a very enjoyable vacation trip in his new Pontiac.

Operator Victor Simmons, who was injured playing baseball a few weeks ago, is well on the way to recovery.

W. R. Beatty, who was formerly a Conductor at Virgil Division, is back with us after a two-year stay in Delaware.

Operator Floyd Franer is anxiously awaiting the completion of his new home in North Hollywood.

Most of the boys are again enjoying the comfort of working without their caps, except, of course, those few who are embarrassed to take off their caps.

Operator W. M. Fidler has resigned to accept an appointment with the California Highway Patrol. We all wish him success in his new job.

DIVISION FIVE



The fans who packed the stands at Vernon Yards on Sunday, July 17, were treated to one of the best ball games of the season, the Vernon Yard Champs just nosing out Division Five in an extra inning contest by the score of two to one. Division Five were leading by the score of one to nothing going into the sixth inning when the Champs tied the score. Going into the extra inning they pushed over another run and that run was just enough to win the ball game. Both sides played heads up

baseball but the most spectacular play of all, one seldom seen, was in the eighth inning with the score tied, one out, a Vernon man on third and one on first. The Vernon batter knocked out one of those long flies into centerfield which Bill Smith chased, caught it on the dead run and rifled it in to home plate where third baseman Ward was waiting for it, having raced in from third, and doubled the man trying to score after the catch.

Janitor John Rhodes is back on the job after a two weeks vacatoin. His first day off he went to the beach where he worked up a nice tan, and on his last day he got himself a spot on Figueroa Street to get a glimpse of President Roosevelt when he passed through Los Angeles.

Conductor Ed. Moxley and Mrs. Moxley are vacationing for three weeks at Yosemite.

Vacationing in the High Sierras for three weeks are Conductor Charles McCarthy and his wife.

Conductor W. W. Crawford is back from his two weeks jaunt to Yosemite

and reports a wonderful time.

Conductor D. H. Ryan, accompanied by his wife and family, is spending sixty days with the folks in Heber City, Utah.

Conductor W. Norris and his wife are away for six weeks, visiting the folks in Dixon, Missouri.

Conductor C. D. Shaffer is away for sixty days and is spending his time around the old stomping ground at Arnett, Oklahoma.

Motorman Ernest Rhodes and his wife are going to spend sixty days resting up around the old homestead close to Winnipeg, Canada.

Then, of course, there are the regular weekly vacationists going and coming and they all report having good times at the beach, in the mountains and on the desert.

MIGHT BE WORSE

Pessimist: "Cheerful! How can I be cheerful when every bone in my body aches?"

Optimist: "Well, you might at least be thankful that you are not a her-ring!"

Billie Sue . . .



Four year old daughter of Conductor C. E. Gaither of Division 5.

"Seeing Is Believing" . . .



Dorothy Jean, daughter of Motorman U. H. Boone (Division 5), with a catch made off Catalina Island the other day.

Presenting . . .



Richard Keith, age four and one-half months, son of Motorman (Division 5) and Mrs. J. R. Franklin.

Los Angeles Railway

