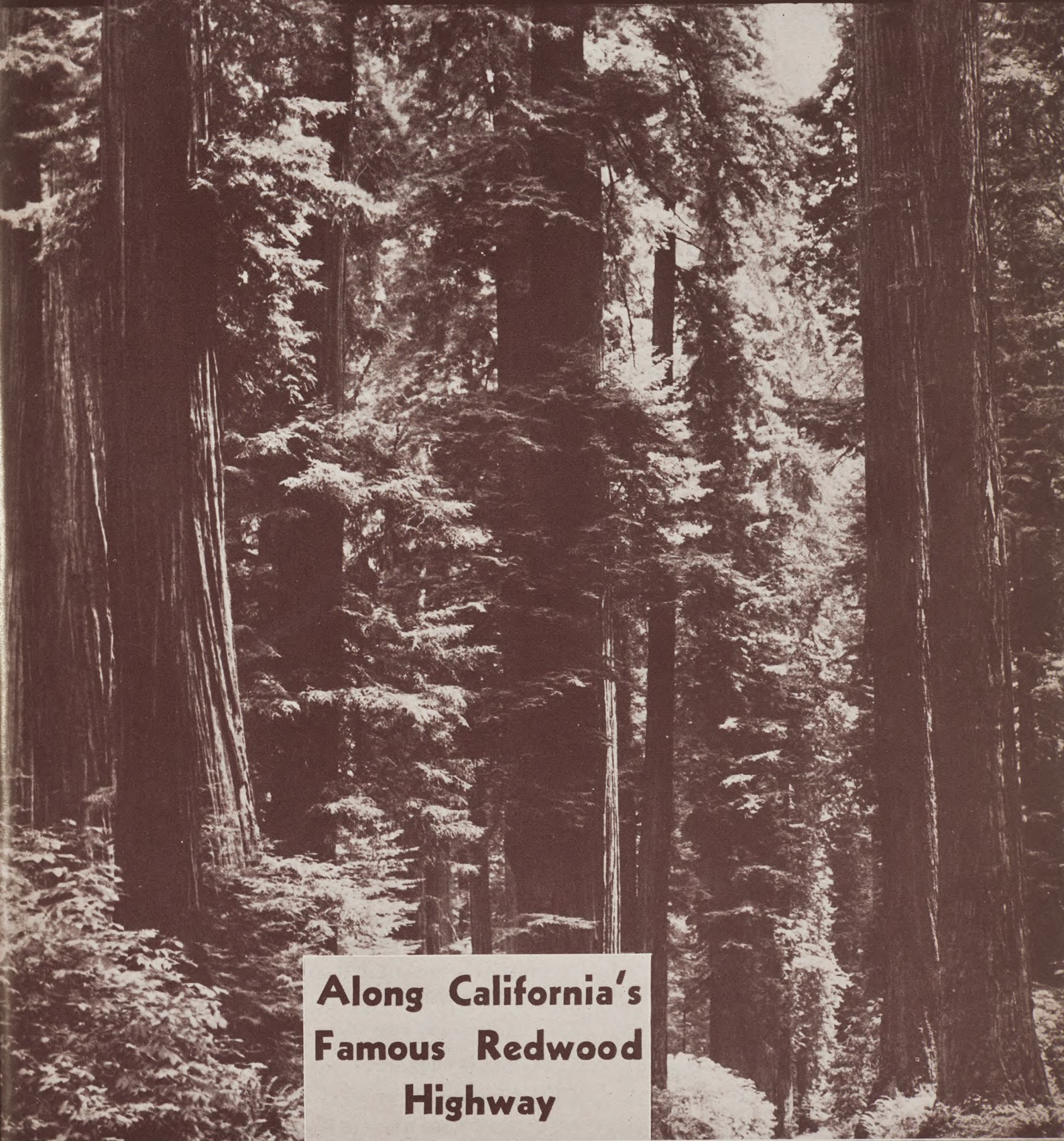


TWO BELLS



**Along California's
Famous Redwood
Highway**

TWO BELLS

DIVISION SCRIBES

R. C. RUGGLES, L. VOLNER, C. J. KNITTLE, FRED MASON, CHARLES H. HARDY, F. ARLEIGH FRAZIER, D. S. COBURN, F. F. ROBEY, H. I. SCHAUBER, WALTER WHITESIDE.

Published on the First of
Every Month for the Employes
by the Los Angeles Railway

FRANK C. LYDIARD, Editor

Staff Photographer
HOWARD L. JONES

Staff Artist
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VISITORS INVITED

In compliance with many requests, arrangements have been made for employes to visit the South Park Shops and 16th St. Garage, which will be open for inspection on the last Wednesday of each month at 1 P. M., starting July 23.

Visitors to both the Shops and Garage will be convoyed through the plants by guides, who will point out and explain the many features of interest.

DOUBLE HARNESS

We understand that when a confirmed bachelor finally gets bagged by the little gent with the arrows, he sometimes finds it hard for awhile to get used to double harness.

A parallel might be drawn with these cases and some of the boys who have been used to one-man operation. Reports indicate that a few motormen who have previously been one-man operators forget they have a partner on the rear platform and occasionally start moving without waiting for the bells. The Transportation Department asks us to remind these trainmen that regardless of how efficient a man may be as an operator, it's the teamwork that counts in double harness.

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A part of the vast Redwood Empire which yearly draws visitors from all parts of the country.

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SALESMEN OF SERVICE

Building Goodwill, Attaining Closer Relationship with Riders, Aim of Public Service Department

The Last in a Series of Company Tours

FAMILIAR to all of us is the personal service rendered by our corner druggist, gas station operator, or grocery proprietor. Through daily association, the small businessman has an opportunity to know his customers and is able to show his interest in them and appreciation of their patronage by countless small examples of friendly cooperation.

In other words, it is possible for him to create between his customers and himself a feeling of mutual confidence and understanding, without which the highest quality stock or most efficient service will not build a lasting patronage.

This desirable condition existing between business and patron is relatively easily attained by the small merchant since he is in a position personally to foster the relationship.

But what of the large corporation? It is surely as desirable, although vastly more difficult, for a company such as ours, with thousands of employes, to possess that same degree of public confidence and friendliness.

Regardless of the size of a business it must be borne in mind that *every* employe from president to messenger receives his pay check from the customer. Therefore, it follows that each employe is only practising common



Director L. A. Reeves, in charge of the Department of Public Service, also represents the Company before City Regulatory Bodies.

sense when he attempts to do things in the way the customer wants them done. In all relations with the public we know that in the long run it is not what the company needs but what the public needs that must be considered.

In order to coordinate the efforts of all departments of the railway toward these ends, our Department of Public Service was established. It is the department's duty to promote throughout the company this philosophy of helpful, friendly relations with our patrons and to demonstrate to the public the Railway's sincere desire to give full measure *plus* to our rid-

ers, as they are the ones who pay the salaries and make possible the existence of this organization.

At the head of the Public Service Department is Director L. A. Reeves, who came with the Company in 1923 after several years with the Chicago Surface Lines in the Law and Claim Department. During the survey which took place at that time he first occupied himself measuring the distance between hundreds of our poles. This duty was supplanted by work in the 1935 bus issue where Mr. Reeves proved his organizing and campaigning ability. Shortly after this he be-



Secretary Muriel Davies (1929) takes dictation from Allan Cooper (1936), Supervisor of Information.

news gathering "Ye Ed" handles the production of our weekly passes, prepares newspaper advertising and publicity, as well as copy for street-car and coach cards, edits the "Take One" Folder—"Ride Guide," and from time to time produces material such as our recently completed Route Map.

Three dogs, an ailing 1928 Buick, and current bills occupy most of his time away from the office.

Mildred Williams who, with Muriel Davies, handles much of the department's secretarial work, likewise assists in the monthly preparation and setting up of TWO BELLS.

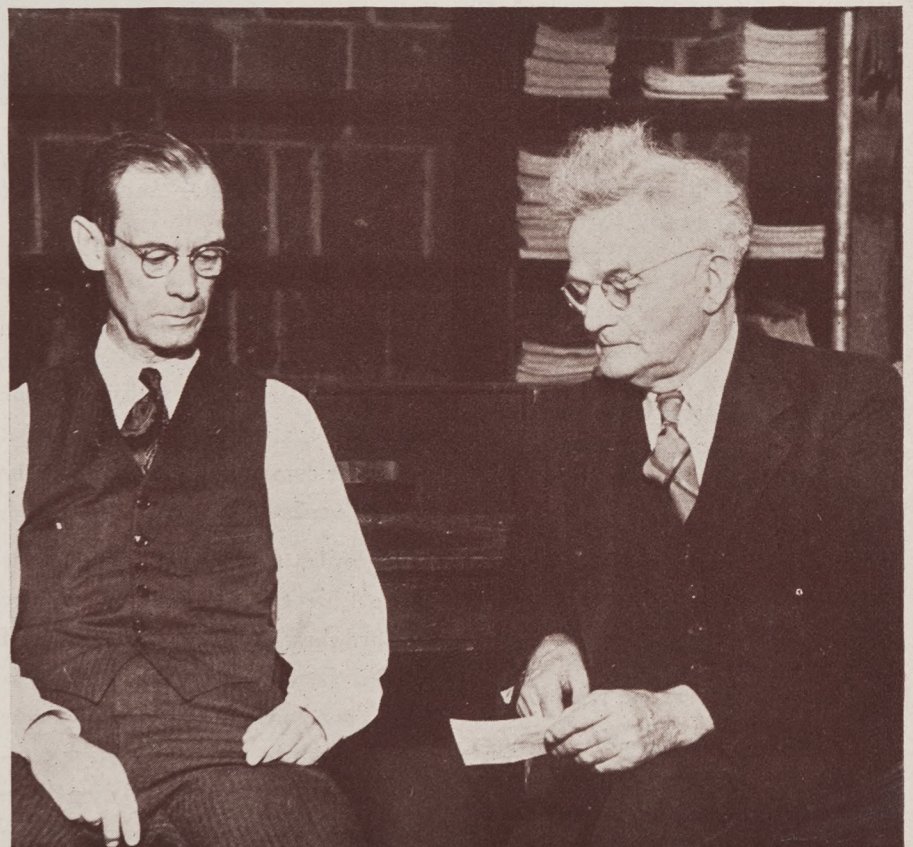
The contributions of Cartoonist Guy Gifford and Photographer Howard L. Jones have proven to be among the most popular of TWO BELLS' features, together with the sports stories and special articles of C. J. Knittle.

came Special Representative to the Executive Assistant and upon the organization of the Public Service Department was appointed its Director.

In addition to supervising the general activities of the Department, Mr. Reeves personally represents the Railway before city regulatory bodies in conjunction with Woodward M. Taylor, our General Attorney.

It is whispered that Director Reeves, an enthusiastic devotee of golf and gardening, does more digging in the former occupation than the latter. Regardless of the accuracy of this rumor, the Reeves home in La Crescenta bears testimony to much gardening activity with hundreds of varied and colorful blossoms inviting attention.

The "Who, What, Why, When, Where" of the Railway's daily activities is told in the monthly magazine, TWO BELLS, edited by Frank C. Lydiard, who became associated with the company in 1934, having previously been employed in Chicago as Assistant Advertising Manager of the Greyhound Bus Company. Apart from



P. V. Mann (1901) confers with Louis Larson (1911), on a Lost Article Department problem.

Supervisor of Information A. B. Cooper (1936) is charged with the responsibility of making immediately available information relative to any phase of our transportation facilities, preparation of transit guides, points of interest folders and data bearing on current entertainment programs. Mr. Cooper likewise allots card space on the cars to organizations presenting civic or cultural events, as well as supervising the handling of complaints.

Previous to his association with the Railway, Mr. Cooper spent a number of years in publicity and theatre management. A confirmed pipe-smoker and fisherman, he is said, when on a

fishing expedition, merely to exhale over the water a few puffs of Navy Cut. When the fish rise for a breath of air, they are rendered helpless. Mr. Cooper then scoops them in with a long-handled net. This strikes us as a lazy man's method, but the report, of course, may be exaggerated.

Chief Operator Maude Campbell oversees the answering of all calls to the company switchboard which is attended by six young women whose pleasant tones and ready willingness to assist aid materially in creating a favorable first impression of the company.

Presiding over the Main Building



The photographer catches C. V. Means (1894) at the telephone.

Inset: Chief Operator Maude Campbell (1936). Left to right: Operators Helen McCandless (1936); above, Mabel Nelson (1937); below, Gladys Iiams (1924); Information Clerk Ethel Layton (1921), and Operator Norma Pauley (1930). Rhea Tuggle (1937, Relief Operator, is not shown in photo





Above: Facing the lens for once, Staff Photographer Howard L. Jones (1922) smiles for the camera-man.

Right: Secretary Mildred Williams (1933), Two Bells' unofficial Assistant Editor.



Top: Editor Frank Lydiard (1934). Above, right: Staff Artist Guy Gifford figures he has a good one coming up.

Ticket Office is General Passenger Agent C. V. Means, who also supervises the Lost and Found Department. Mr. Means' long railway association began in 1894 at which time he was employed by the Los Angeles and Redondo Railway in the successive capacities of Chief Clerk, Traveling Freight and Passenger Agent, Assistant General Freight and Passenger Agent, and Assistant Superintendent. In 1911 he was made Traffic Agent of the Los Angeles Railway, in 1918 Traffic Manager, and with the inauguration of the Public Service Department appointed General Passenger Agent.

Mr. Means' favorite diversion is football and having followed the fortunes of U. S. C. for many years he freely predicts that this fall will see a reincarnation of the famous "Thundering Herd" of bygone years.

Wilfred Lippiatt and Eva Murray, who in the course of a normal day answer scores of inquiries concerning service and make a heroic attempt to answer many others touching nearly every topic under the sun, also handle the sale of school tickets, weekly passes and tokens. Here are likewise distributed various maps and folders describing points of interest in and about the city.

In the same office is Miss Ella Christianson whose "soft answer turneth away wrath" of many a customer whose complaint she receives. Miss Christianson makes a complete report of each complaint which is then referred to the department concerned and a reply sent to the patron after investigation.

Classified as to service, operation, personnel, etc., complaints are filed and from them monthly charts made which show the percentage of each type. Complaints are likewise listed by Divisions and records kept for each trainman or coach operator.

Division Superintendents receive copies of all complaints, maintain a close check on these and take whatever action is indicated. In many cases, reinstruction on certain phases of his work will enable a man to eliminate the cause for complaints charged against him.

Improving relations with patrons through satisfactory handling of complaints, as well as working toward their reduction, fall to the Public Service Department, which, through the complete data at its disposal, is able to cooperate with and make recommendations to other departments on this subject.

The Lost and Found Department, operating under the jurisdiction of Mr. Means, occupies the attention of P. V. Mann, Louis Larson and Robert

he retains one part as a receipt. All articles are collected at the divisions each evening and the following morning are sent direct to the Lost and Found Department where they are checked in and the division given a receipt. The articles are then broken down as to description and kind and an index card made for each. When the owner claims a lost article he signs a receipt for it and this receipt in turn is sent to the trainman who found the article to show him to whom it was returned. If an article is not called for in thirty days, it is then returned to the passenger or trainman finding it.

Looking back from this last departmental visit in our series of company tours, we see that we have glimpsed all the "moving parts" of this many-

sided railway machine, from the network of substations to the men on the cars who make use of the power. We have become acquainted with our clerical forces; our car and coach houses; our wide spread Vernon Yards; our track workers; and all the hundreds of activities necessary to the operation of a modern transportation system.

We have seen all these phases of our business of transportation functioning each in its own individual and highly specialized way toward the daily output of our product—rides for thousands of Angelenos.

Alone any of these units is valueless, regardless of how efficiently it may operate. The success of the Company, which means the success of every member of it, depends on the extent to which these many parts operate in harmony. The closer welded become all our various departments, the quicker and more efficient response we may make to the needs of our riders.

And in the degree which we offer satisfaction—in the degree which we work toward *public service*—to the riders who hire all of us, in that degree will we be successful.

Like the small merchant, each of us may assume a proprietary interest in this business and may in his daily work and his outside contacts cement with our patrons a friendly relationship built on *understanding*.



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

Above: Robert Stikes (1936) Clerk, Lost Article Department. Ella Christensen (1930) Complaint Clerk.

Right: Eva Murray (1926) Secretary, Passenger Agent. Wilfred Lippiatt (1917) Ticket Clerk.



ORGANIZATION OF A FEDERAL CREDIT UNION

1. PURPOSES

Promote thrift by installment saving; make useful loans to members at reasonable cost; help members use their savings and credit most effectively.

2. COMPOSITION

Cooperative organization of members from within a group having close common bond—organization of people, not dollars.

3. MANAGEMENT

Members elect management from their number to carry out purposes of Credit Union; operated in accordance with Federal Credit Union Act, Charter and By-laws; supervised and examined by Farm Credit Administration (Federal Government).

MEMBERS

PRIVILEGES

1. Saving small sums regularly with convenience and safety.
2. Obtaining loans for useful purposes.
3. Participating in democratic control of their own savings and credit.

RESPONSIBILITIES

1. Elect capable management (directors and committee members).
2. Exercise democratic control of credit union by attending and taking active part in membership meetings—only one vote per member.
3. Tell others eligible for membership about credit union and encourage them to join.
4. Repay loans as agreed so fellow members may also benefit.
5. Authorize treasurer's compensation.
6. Authorize educational and other special expenditures, and may elect educational committee.
7. Declare dividends.
8. Amend by-laws when necessary.
9. Remove any official for cause.

CREDIT COMMITTEE

RESPONSIBILITIES

1. Pass on individual loan applications in accordance with Act, bylaws and instructions of board.
2. Meet often as necessary, at least monthly.
3. Sympathetic and intelligent understanding of borrowers' problems.
4. Maintain confidential relations with members.
5. Determine if loans are for provident or productive purposes.
6. Determine if security, when required, is adequate.
7. May approve borrowers' share withdrawals.
8. Keep minutes of meetings.
9. Prepare annual report to members.

LIMITATIONS

1. May not borrow in excess of own shareholdings.
2. May not endorse for borrowers.

COMPOSITION

1. Usually 3 or 5 members.
2. Staggered terms of 2 years.
3. Chairman, secretary elected from own number.

BOARD OF DIRECTORS

RESPONSIBILITIES

1. General direction of credit union according to Act and by-laws.
2. Meet once a month or oftener.
3. Approve applications for membership.
4. Periodically fix amount of surety bonds on treasurer and employes.
5. Periodically fix maximum individual share limit.
6. Periodically set loan policy, including interest rate (maximum 1% per month) and maximum loan with or without security.
7. May waive fines on delinquent share and loan payments, grant extensions on loans, and authorize charge-off of uncollectible loans.
8. Designate depository for funds.
9. Maintain confidential relations with members.
10. Fill vacancies in board and credit committee and appoint temporary officials.
11. May hire employes and fix duties and compensation.
12. Authorize and supervise investments and credit union borrowing.
13. Plan for annual meeting; annual report to members; operating budget; recommend treasurer's compensation, educational and other special expenditures, and dividends.
14. May appoint educational committee, if not elected by members.

LIMITATIONS

1. May not borrow in excess of own shareholdings.
2. May not endorse for borrowers.

COMPOSITION

1. Usually 5, 7 or 9 members.
2. Staggered term of 2 years.
3. Four officers elected from own number.

SUPERVISORY COMMITTEE

1. Constructively critical examination of credit union affairs, including audit of books, according to Act, by-laws and accounting manual.
2. Prepare quarterly audit report to board of directors and send copy to Farm Credit Administration.
3. Verify passbooks with treasurer's records.
4. Maintain confidential relations with members.
5. Suspend officers, directors or members of credit committee for cause.
6. Call special meetings of members for cause.
7. Fill vacancies in committee.
8. See that record of all actions is kept.
9. Prepare annual report to members.

LIMITATIONS

1. May not borrow in excess of own shareholdings.
2. May not endorse for borrowers.

COMPOSITION

1. Three members.
2. Usually none are directors.
3. One year term.
4. Chairman elected from own number.

PRESIDENT

RESPONSIBILITIES

1. Preside at meetings of board and members—sign minutes.
2. Countersign checks, notes, obligations of credit union.
3. Carry out, usually with treasurer, instructions of board on investments, credit union borrowings.
4. Submit Federal examination report to board for necessary action and inform Farm Credit Administration of result.
5. Call special meeting of board and members when necessary or upon proper request.
6. Appoint nominating committee
7. Present annual report of board to members.
8. Customary duties of president and others directed by board.

VICE-PRESIDENT

Responsibilities:

1. Act as president during his absence or disability.
2. Other duties directed by board.

CLERK

Responsibilities:

1. Keep and sign minutes of board and members' meetings.
2. Prepare notice of any meeting of members.
3. Prepare and send annual election report and notice of any change in the managing staff to Farm Credit Administration.
4. Other duties directed by board.

TREASURER

RESPONSIBILITIES

1. General manager of credit union.
2. Custody of funds, securities and other assets—must be bonded for faithful performance.
3. Keep books of accounts according to accounting manual.
4. Sign checks, notes, obligations of credit union.
5. Receive share and loan payments.
6. Transmit to credit committee loan applications received.
7. Sympathetic and intelligent understanding of members' problems.
8. Maintain confidential relations with members.
9. Prepare monthly and quarterly financial report to board and members, send quarterly and other required reports to Farm Credit Administration.
10. Carry out, usually with president, instructions of board on investments, credit union borrowings.
11. Prepare annual financial report to members.

RAPID GROWTH SHOWN BY CREDIT UNIONS

On the opposite page is a chart reproduced here so that you may study it and thereby become familiar with the operating structure of your Credit Union.

At the present time you are working in a division which already has, or is, contemplating organizing a Credit Union. Whichever group you are with, it will pay you to investigate the operations of such a union.

The first Credit Union organized within the Los Angeles Railway was "ARTHO" Federal Credit Union, taking employes of the Los Angeles Motor Coach Company and the Los Angeles Railway Bus Division. This group started business October 28, 1937. At the present time they have 290 members, out of a possible 661, \$2,106 paid in on shares, and made 81 loans totaling \$2,805.

Second Group Organized

The next group organized was the "Los Angeles Railway Employes No. 1" Federal Credit Union, whose membership consists of employes working at or out of 1060 South Broadway. This group consists mainly of office employes and the supervisors. They opened for business January 28, 1938. At the present time they have 148 members, out of a possible 283, \$2,053 paid in on shares, and made 42 loans totaling \$2,405.

On May 20, 1938, the "Lary - M & E" Federal Credit Union opened its doors for business, taking in employes of the Garage, South Park Shops, Electrical Construction, Power and Line Departments. At present they have enrolled 165 members, out of a possible 715, who have paid in

Responsible For Promoting Thrift Among Members, Providing Source of Credit

\$457 on shares, and made 11 loans totaling \$375.

June 16, 1938, the employes of the operating and mechanical groups of Division 5 held an organization meeting and elected officers. They are known as "L. A. Railway Div. 5" Federal Credit Union.

With these groups organized and operating, it gives the employes of other divisions an opportunity to study their mode of operation and determine if they desire to organize a credit union within their particular group.

Promote Thrift, Create Credit

Credit Unions are organized for the two-fold purpose of promoting thrift and creating a source of credit for its members. The first Credit Union organized in the United States was in a Department Store in Boston, Massachusetts, in 1906. Credit Unions grew under the State's supervision until June, 1934, when Congress passed the Federal Credit Union Act. Since that time more than 2800 Federal Credit Unions have been organized. Taking these Federal Credit Unions and adding them to those operating under a State Charter, makes a total of more than 7500 Credit Unions operating within the United States today. These groups

boast a membership of approximately 1,250,000. It is estimated that last year these members borrowed close to \$100,000,000. These members also received approximately \$4,500,000 in dividends, the average dividend rate being 5 percent. Compare these fine showings with the fact that no Credit Union has ever failed—you will readily see that there is no safer place in the world to carry your account.

Savings Offered

Patronize your Credit Union today—open an account now—make all of your purchases for cash obtained from the Union and save the carrying charges.

Here are some examples of savings that can be yours if you use your Credit Union Service:

	10 Mos. Loan	Repay	Cost
Loan Broker..	\$40.00	\$52.50	\$12.50
Credit Union..	40.00	41.40	1.40

Save.....\$11.10

	10 Mos. Loan	Repay	Cost
Loan Broker..	\$50.00	\$68.60	\$18.60
Credit Union..	50.00	52.75	2.75

Save.....\$15.85

	10 Mos. Loan	Repay	Cost
Loan Broker..	\$70.00	\$92.00	\$22.00
Credit Union..	70.00	73.85	3.85

Save.....\$18.15

★ ★ ★

A NEW BEATITUDE

Blessed are the happiness makers!

Blessed are they that remove friction, that make the courses of life smooth, and the intercourse of men gentle. —Henry Ward Beecher.

ACCIDENT HAZARDS

By J. COLLINS, Supervisor of Safety

EVERY game that is played involves some kind of risk. There are certain hazards connected with the use of every tool. These risks and hazards are held to a minimum, when the game is played in harmony with the rules, and when reasonable care is exercised in using the tools.

In the transportation game, the car is the tool with which we work. The public knows little about our rules, and less, perhaps, about what we can do with our tools. You, therefore, being the expert, are the one who must play in conformity to the rules, and see to it that reasonable care is exercised in the use of the tools.

The amount of reasonable care due from any user of the street increases in proportion to his capability of doing damage to another.

Lines of one division, due to sectional conditions, have certain hazards that are not common to the lines of another division. When you recognize that such hazards do exist you can guard against them by putting your mind to work on the problem.

Correct operation, as taught by our instructors, forces the mind to action in reading street conditions and control of car speed so you may meet these conditions intelligently. Accidents are prevented only by the intelligent use of your faculties.

Recent reports of accidents indicate that Division One and Division Five are more likely to be involved in right angle collisions than are the other Divisions—Division One having forty-two percent and Division Five twenty percent of this type of collision.

Division Four and Division Five had sixty-eight percent of the run down collisions with automobiles, through failure to play road space, or by assuming a condition instead of taking into account an actual condition.

Division One is not bothered with

drivers who make left-hand turns ahead of car. Division Three had seventy percent, and Division Five nineteen percent of the same-way left turns, and Division Three had sixty-three percent; Division Five twenty-six percent of the opposite way left turns on the part of automobile drivers.

Division One and Division Four were involved in sixty-one percent of the collisions with pedestrians.

Fall-in-Car accidents were divided, as follows: Division Four, forty-one and two-tenths percent; Division Three twenty-five and eight-tenths percent; Division Five twenty-three percent, and Division One ten percent.

From the above we gather that the men working out of Division One should be more on guard in approaching cross streets and track crossings—be anticipating a vehicle approaching tracks at right angles.

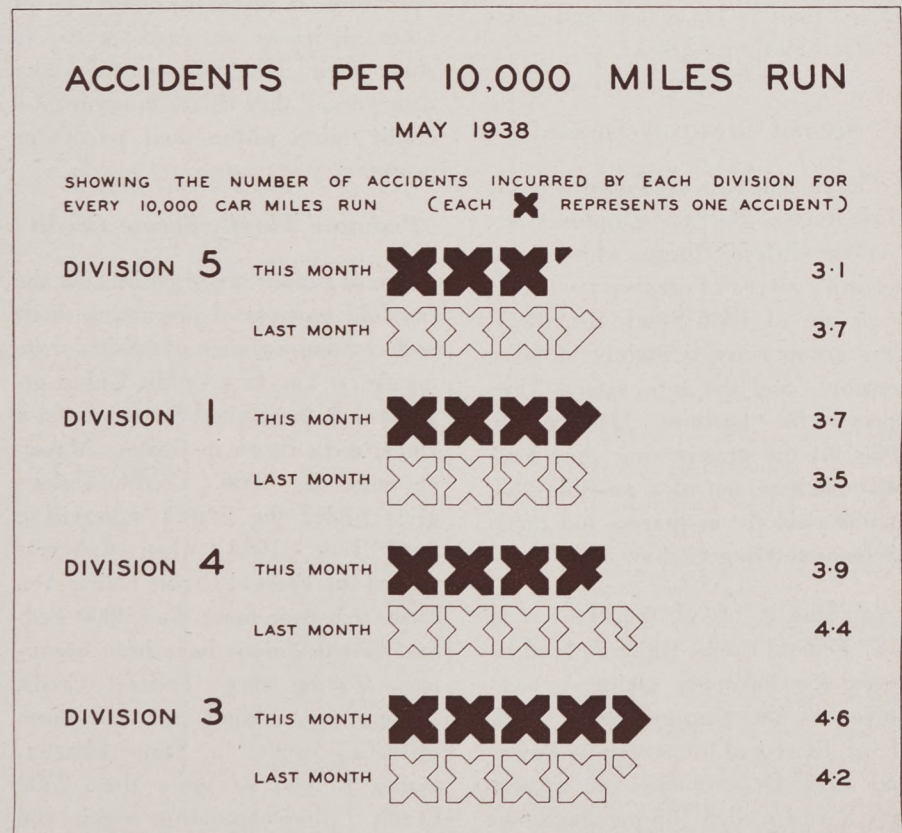
Do not depend on the pedestrian to care for himself. See that he is cared for, regardless of what he does.

Men of Division Three should expect the drivers of automobiles to make a left turn, when they occupy a position in the street which would permit a left turn in front of car.

The men of Division Four should apply road space on automobiles, avoid chasing them down the line, and do not play too close to an automobile—take no chances with the pedestrian—start and stop as instructed.

Division Five men should learn to undershoot automobiles that are on the track—be on guard against a possible left turn—make smooth starts and stops.

If all men would recognize these points, and continue to do so, they would be using their intelligence, and producing the best possible results for themselves, as well as for their Divisions.



—Research Department.

Magazine Indexes Aid Library Visitors

If there is a subject you want to know something about but do not know where to find, look it up in the Library magazine indexes. For example, if it is Rapid Transit the *Industrial Arts Index* will give you the names of articles dealing with Rapid Transit in all the best known magazines and bulletins. This index deals with business, finance, science, and technology. The *Engineering Index* is, as the name implies, more specialized. It lists some 1700 magazines of every language, and is also arranged by subject covering topics of engineering interest. Obviously a vast amount of time is saved the inquirer by having all available material on any subject gathered together for him.

Of particular interest to railway

employes and executives are the bulletins and publications of the American Transit Association. The Library has a handy guide to all current publications of this association as of June 1, 1938, and most of these are filed in the Library. As this guide states: "The A. T. A. has the greatest collection of information about transit matters ever assembled. All through the year it is constantly adding to its files. All of the information is available. It is seldom that the Association cannot offer assistance or information on an operating problem.

"The most complete treatise on modern transit operating and engineering practices is the Proceedings of the American Transit Association. As a textbook to the student, as a refer-

ence manual to the engineer, and as downright interesting reading to all in the transit business, it is unexcelled. Here are given all the reports of all committees of the A.T.A. and a complete record of all addresses at the Association's annual convention."

Among the many subjects treated are:

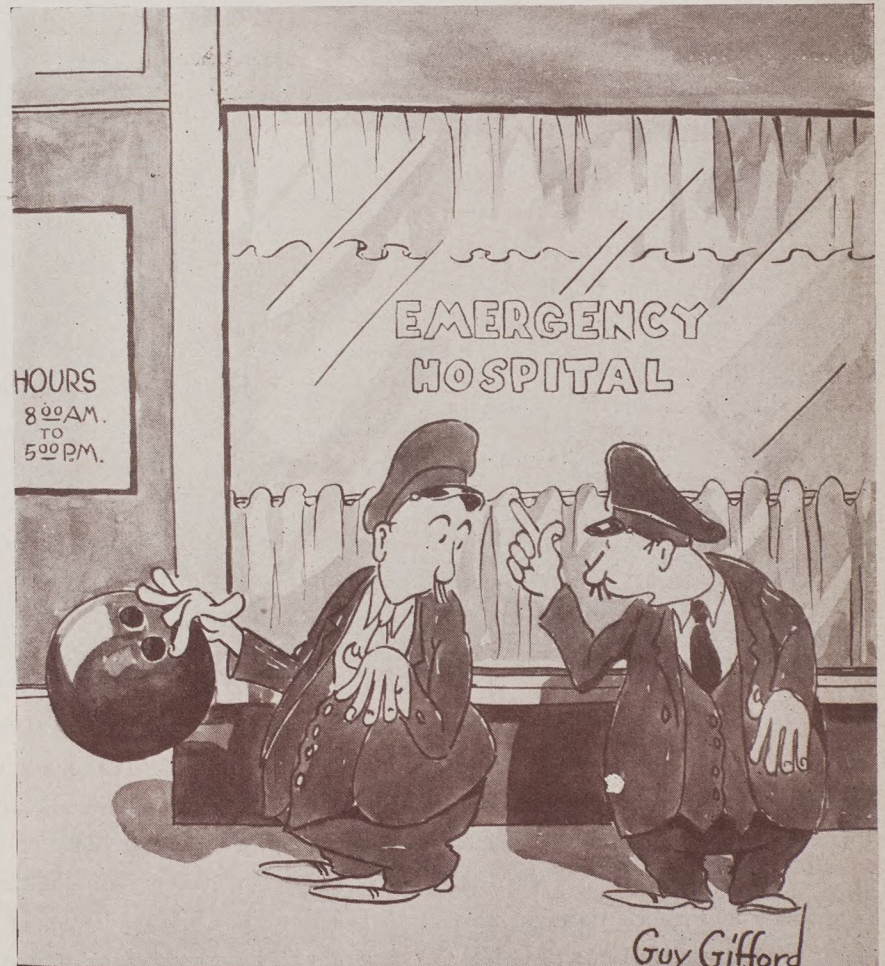
- Bus Operation and Maintenance.*
- Accounting Under the Social Security Act.*
- Welding Track Joints.*
- Paving.*
- Employe Courtesy.*
- Development of Bus Equipment.*
- Exhaust Odor Reduction.*
- Investigation of Accidents.*
- Use of New Materials in Car Maintenance.*

NEW TRAVEL GUIDES PUBLISHED

As an aid to regular patrons of our lines, as well as visitors to the city, new Route Maps and Point of Interest Guides have been issued by the Department of Public Service.

Printed in four colors, the Route Map outlines the routes of all our cars and coaches, amplified by a written text for each line. A key to points of interest is included, with each location being designated by a number enclosed in a red star. Issued during the recent Shrine Convention the maps are rapidly proving their usefulness as aids to users of local transportation.

The pocket size "Tours in Los Angeles" guide, also available at our Ticket Office, lists scores of Los Angeles attractions and the cars or coaches going to each.



"It's only fair that you go back and tell the doctor that isn't a growth on your finger."

COACH OPERATOR AND IN THEIR OFF-

Ski Championships Garnered by R. M. Whitman

By CHARLES HARDY

STARTING to ski at an early age Ralph "Nip" Whitman, 16th Street Coach Operator and Relief Clerk has been making ski jumps ever since. Entering his first tournament in 1916 at Grand Forks, North Dakota, where he was raised, he won second prize at the age of twelve and continued to take in the many tournaments held each winter in the snow covered northern states.

Later in 1922 he won first place in the Junior Division at Grand Forks, and repeated this in the same place the following year, besides winning the Minnesota - North Dakota Boys' Interstate Championship both of these years. Whitman also held the Junior Championship of Western Canada for several years. A tournament held at Carey, Illinois, in 1923 stands out in his memory as the one in which snow had to be shipped in by box car before any jump could be attempted.

"Nip" entertained ideas about going into the jewelry business when he won three gold watches at three week-end tournaments. He added to his collection of silverware at Wrightwood Lodge, Big Pines, in the 1932 Annual Winter Sports Carnival when he took first prize in Class B. Using a fine new pair of skis at Big Bear in 1933, all went well until the jump,



*"Nip" Whitman
with part
of his . . .*

*. . . collection
of skiing
trophies.*

when one of his skis came off. He rode down the landing hill on one ski while the other shot ahead and smashed itself to pieces against a tree. "Nip" experienced another disappointment at Lake Tahoe in 1935 when he sprained an ankle the day before the finals.

He also took the prize at a novelty skiing tournament held at San Pedro in 1934 when the jump was made on straw instead of snow. It was a "slow" slide but he won with a jump of 44 feet. Whitman, member of the Lake Arrowhead Ski Club has belonged to several well-known ski clubs in Southern California and also back in his home state, North Dakota. His latest

trophy was won when he took third prize in Class B at the Los Angeles Coliseum a few months ago when a special high slide was constructed for the tournament. "Nip" made skiing history in January, 1937, when he jumped 194 feet from a Class A platform which was 64 feet beyond all previous Class B records. He duplicated this feat again early this year. Whitman, who has been with this Company since September, 1927, hopes to be able to take a part in the National Skiing Tournament to be held in his home town next season. We hope he brings home the usual haul of silverware and that his luck continues without any hard spills.

TRAINMAN OUTSTANDING TIME AVOCATIONS

*R. W. Morgan one
man who knows the
value of money*

By C. J. KNITTLE

NEARLY everyone has a hobby, a favorite pursuit—something in which they take an enthusiastic interest, and Robert Wayne Morgan is no exception.

It started in 1932 when he discovered that an 1804 U. S. penny which he had carelessly tossed in a dresser drawer was valued by numismatists (rare coin collectors) at \$25 and that an 1811 penny which he unwittingly acquired a short time later had a market value of \$15. Those two coins, which he still possesses, started Robert on his lifetime hobby. He became a numismatist.

Ever since primitive barter was supplanted by the more convenient use of a coined medium of exchange, of some definite value, the people of all civilized nations have daily handled current coin. Curiously enough, like many common objects, gold, silver or bronze paid away is scarcely noted and a passing glance suffices to determine its relative worth or buying power. Thus it is that the absence of a denominational mark is unnoticed and even a coin rubbed almost smooth causes its owner little or no inconvenience.

Soon Robert was deeply engrossed in the business of buying rare coins. He became a member of local and nation-wide numismatist societies. He



R. W. Morgan displays his extensive collection of valuable coins.

bought small collections at auction and followed mint reports, buying as heavily as his capital permitted when unusually low issues of certain U. S. coins were distributed to the banks. These and commemorative coins he stored away to wait patiently for the time when those particular issues

would be a rarity and bring handsome premiums.

Between times he studied the intricacies of numismatics which reveal many fields of research, especially so the earlier issues of nations with a history, and chiefly is this the case with the coins of Ancient Rome so

closely associated with Britain. Old coins illustrate events which would otherwise have been forgotten; they have a bearing on the faiths of the people living at the time they were issued, and are valuable to students of the customs and habits of those who conquered nations. As a science, numismatics is closely allied to art, for sculpture, drawing and design are all shown in the work of the die-sinker which has been handed down to us on well-authenticated specimens.

There is little question that Robert marveled at the stories coins tell of the struggles of mankind toward a higher civilization, to an age of achievement when life would be less of struggle and more of universal satisfaction and happiness. Here was a new side of humanity's unfaltering aggressiveness toward that end, that history of gradual development which Robert had studied throughout his student days in San Diego High School and his freshman year at the University of Alabama.

No doubt he must have felt that the two years spent in Lincoln, Nebraska, studying airplane mechanics and the five additional months in flying school at Kansas City, Missouri, where he received his pilot's license, was just that much wasted time, for he is now completely absorbed in adding to his present collection of 35,000 coins.

Approximately 1000 of these are extremely rare old world coins, and as no year of mintage was inscribed on coins before the middle of the sixteenth century, the time and place of their origin must be determined by the type or by the inscribed name of the ruler by whose order they were struck. Roman Republic coins are more easily traced than others because they were designed by the reigning family. Many of these in Robert's collection were made in 300 B. C. and are known as "family coins." Other equally rare specimens are Roman Empire pieces of 100 to 500 A. D. The balance of his foreign coins comprise pieces from every European and Asiatic nation, including the British

Empire and several African countries. The rarest of these are French coins of 1701 and Polish specimens of 1725.

Many collectors add the various issues of trade tokens to their collections and though Robert has made no special effort to build up a cabinet of these, his collection includes over 200 different forms of street car tokens and 10,000 diversified forms of street car transfers.

Another side-hobby of some collectors is the accumulation of medals. Robert, incidentally, has but one medal, measuring approximately four and one-half inches in diameter with figures in deep relief. This is one of his most valued possessions. It was awarded to General Daniel Morgan, a Revolutionary War soldier, whose brilliant strategy led to the victory of the Battle of Cowpens, 1781, in which the British lost 200 dead and 600 prisoners while the Americans lost but 72. A brother of Daniel's fought under General Stark with the "Green Mountain Boys," who defeated a detachment of Burgoyne's Army in the Battle of Bennington. Robert is a direct descendant of these brothers.

Returning to Robert's numismatic activities, the 34,000 U. S. coins of his collection include a complete set of all commemorative dollars, halves, quarters and gold pieces issued in the history of the United States. The most valuable of these is a St. Gaudens \$20 gold piece, planned by President Theodore Roosevelt and carved by the renowned French sculptor, Augustus St. Gaudens, in 1907. Only 180 were issued and the coin has a market value of \$1,000.

A collection of type sets of all American coins is another feature of this display, especially the full array of U. S. pennies, large and small, dating from 1793 to the present year. Robert's rarest pennies, however, are the ones coined before the U. S. Mint (Philadelphia) was established; the Rosa Americana half penny (1723), made in England for the U. S. Colonies; the New York cent (1783); the

George Washington cent (1783); the New Jersey cent (1787), and the New York cent (1795).

A good percentage of Robert's U.S. collection is "stock." These he will hold until a fair premium is offered. He purchases 2,000 of each new issue of pennies as well as supplies of the various other denominations.

The entire collection is securely protected in a new 1,400 pound safe and a neatly indexed file of 9,000 numismatists throughout the United States adds a business-like appearance to the room which he has reserved for his hobby. And that is the end of the story except that Robert Morgan has also built up a fine record for courtesy and service as a Division Five trainman. On July 3, he will complete his fourth year with this company.

PROBLEM



"The outfitting company foreclosed on my pants, so I'm acting like an absent-minded professor!"

WHITTIER GRIDDER REMINISCES

It won't be long before you will be hearing the announcer over the radio saying "Fourth down and one yard to go" and the great, old game of American football will be in full swing. And Motorman Bill Dugger of Division Five may be watching the game or listening over the radio and he will reminisce about the good old days when he was playing left tackle for Whittier College in 1893. Yes, folks, forty-five years ago "Old Bill Dugger" as they always speak of him around the Division now, was "Young Bill Dugger" in those days and now a veteran in the transportation game of taking passengers to and fro with safety.

This story was brought about through a picture recently published in the "Los Angeles Sunday Times" of the Whittier College Football team in 1893. Bill did not see the picture but a friend of his saw it and took it over to him. "Ah," said Bill, "those were the days when substitutes were scarce and it was understood when a fellow started in the game he was due to stay. We only had two substitutes that year and they spent most of their time, in fact all of their time, worrying about one of us breaking a leg. In fact all they got out of it was a seat on the 50-yard line."

There was no forward pass in those days. The ball could be thrown back and then advanced, but as Bill says, "Just try to move it on up."

Well, Bill has played real football and ever since entering the service of the Los Angeles Railway has played real cricket. There are very few men, if any, who can equal his record as a motorman during the thirty-one years he has been in the service and while he looks back with great pride on his achievements in college he also looks back with an equal amount of pride on his achievements in his present line of duty as motorman of the Los Angeles Railway Company.



—Guy Gifford.
"I'm going batty, if this crate of duck eggs isn't called for soon!"

PHOTOGRAPHER JONES OFF ON LONG TREK

Off again on another of their periodic jaunts, Staff Photographer and Mrs. Howard L. Jones left early this month for a journey that will take them through thousands of miles of western country including stops at the Grand Canyon, Bryce and Zion Canyons, Teton and Yellowstone National Parks. They will also visit Howard's old home in the Black Hills. As our Photographer is well supplied with film, both for stills and movie reproduction, TWO BELLS is expecting some eye-compelling photographs for an early issue.

Accidents are someone's fault; don't let them be yours.

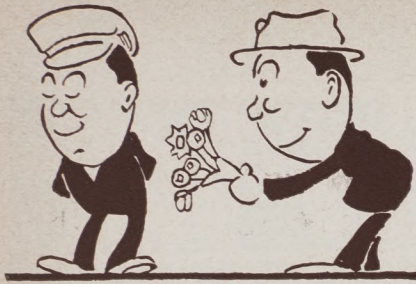
A man brought some sausages and asked his landlady to cook them for his breakfast.

"How'll I cook them?" she asked.

"Fry 'em like fish," replied the lodger.

The next morning, when the landlady served them she remarked: "I hope you'll enjoy your breakfast, sir; but there's not much in these things when they're cleaned out."

Drive right and more pedestrians will be left.



RIDERS'

Editor's Note . . .

Through an error in cap numbers, a commendation credited to another trainman in our last issue should have gone to **E. B. Weaver (Div. 4)**. His exceptional courtesy to an elderly woman was very highly praised by one of our riders.

Commendation for 1090 . . .

"Here's a bouquet instead of a brickbat!
"Today I was on an eastbound 'N' car shortly after two o'clock. It stopped for a passenger who proved to be a pitifully crippled, shabbily dressed, rather unlovely old, old woman.

"The conductor-motorman took her crutches, helped her up carefully and aided her to a seat as courteously as if she had been the mother of the highest official of the company.

"When she wished off, he helped her from her seat, took her bundle and crutches and although motorists back of the car were tooting an impatient chorus he carefully aided her to the street.

"Such courtesy goes far to counteract the gruff 'we haven't all day' attitude and remarks of others who, unfortunately, don't mind antagonizing the public.

"I think his number was 1090 (**O. H. Smith, Div. 3**) and if your employes could only all be of his type it surely would be a wonderful thing for the L. A. Railway Company."

MISS M. NEWCOMER,
2414 Echo Park Avenue, Los Angeles.

Splendid Services . . .

"I wish to call to your attention the splendid services of two of your conductors, Nos. 514 (**T. L. Dundas**) and 531 (**H. A. Walters**). They are not only courteous at all times but are ever mindful of the safety and comfort of their passengers.

"Such service does much to prevent accidents and makes the Wilshire line more safe and popular, with elderly people especially."

MARY E. ODEN
611 S. Hobart Blvd., Los Angeles

Rides Coaches Daily . . .

"I ride the buses daily and am a keen observant of social qualities. I would like to call your attention to your choice of employes employed by your concern.

"I commend you very highly for a conductor on the Wilshire bus. His No. is 647 (**L. Singer**). Last week an old lady about 65 was getting on the bus. He very carefully placed her in her seat and when she got off he very courteously and with much tenderness and kindness helped her across at Irolo and Wilshire because the traffic is very heavy on that corner.

"I am very happy to ride on buses where such gentlemen are employed and thank you for your fine selections of manhood in your employ."

CELIA SLATER
815 S. Spaulding, Los Angeles

"Greater Appreciation for Conductors . . ."

"I saw a little incident today that made me feel very happy, and it gave me a greater appreciation for our street car conductors. I have found them all to be very fine type of men, courteous and tolerant under most trying circumstances. I was on a 'V' car, No. 316, today at 10:50 a. m. A member of my church took the car at 33rd and Central Avenue. She is out of work and her son had borrowed money on his machine to give his mother to pay her bills. When she paid her fare she seemed quite upset for some reason; accidentally she dropped all her currency on the floor and walked to the front of the car and sat near me. In a few moments the conductor came and asked her if she had lost anything. She told him "No." She spoke as if she did not want to be disturbed again. The conductor then asked her if she had lost any money, and asked her to look and see. When she opened her purse she lost control of herself. The conductor then said, 'Calm yourself; I have it here.' He then handed her the money she had dropped several steps back. That conductor can never know the far-reaching influence of that act of kindness. Many people on the car saw it, and I am prompted to write you.

"The Conductor's No. is 2355 (**S. K. Johnson, Div. 5**). This was southbound 'V' car.

"I am proud of men like that, as I ride the street car as often as I drive. I shall feel satisfied to send any one of my children on the street car because I believe the trainmen have an interest in each passenger."

REV. A. W. JACOBS,
Birch Street Christian Church,
1636 Essex Street, Los Angeles

Many Courtesies to Patrons . . .

"This afternoon about 2:45, motor coach 3009 (**Operator J. Rash**), southbound on Western Avenue, stopped at Venice Boulevard to allow an old crippled man to leave the coach. The driver very gently helped him to the sidewalk, then placed his arms around him and assisted him across the street. The old fellow's face was wreathed in smiles when the driver left him in safety, and it touched a soft spot in everyone who witnessed it.

"It is a pleasure for me to report this incident to you, and while I have in all my experience on your buses never come in contact with a discourteous driver, I have seen many other courtesies to patrons, none of which touched me like today, which shows that some of the 'soulless corporations' have employes with a heart."

CHAS. A. MILLER,
1738 W. 69th Street, Los Angeles

Recommends Car Crews . . .

"In these days of hustle and hurry, and a yellow car the only means of going places, it's wonderful to be able to recommend the car crews for their courtesy and efficiency in handling the passengers. Caught car No. '7' at 32nd and Main Saturday morning. A gentleman sitting behind me asked the conductor-motorman if it was Santa Barbara. The reply, 'No, sir, I will call it for you.' At Santa Barbara he stopped the car, took the old gentleman by the arm, helped him down the steps over to the curb to safety. The old man was blind. But we passengers did not notice it until the operator got him to the sidewalk and saw the white cane.

"The operator's number was 3134 (**C. S. Murphy, Div. 5**) and all passengers agreed it was consideration personified."

MRS. GEO. L. STODDARD
147 W. 32nd St., Los Angeles

REMARKS



Thanks Extended

"On Sunday night about 12:30 p. m. I got off an 'O' car at 28th Street and Main, going south. At once I discovered I had left my purse on the car. A No. '7' was just behind and I explained to the motorman and I thought we could catch up with the 'O' car, but as it turned into Main Street I felt desperate. I asked the motorman to please lend me a nickle so I could 'phone for a taxi. He handed me a quarter and when I asked his name, said, with a smile, 'just forget it.'

"I feel you should know of this kindness to a woman alone and I wish to return his kindness. Will you kindly give him the enclosure, with my thanks for his courtesy and kindness.

"The number on his cap was 53 (**E. C. Skinner, Div. 5**) on car No. 7 Spring Street line."

MRS. I. BURKE,
151 W. 28th Street, Los Angeles.

Courtesy and Help Offered by Trainman . . .

"People who serve the public oftentimes receive very little credit, that's why this criticism is sent, proving that "A light cannot be hid under a bushel"—in other words, *goodness does not always go unnoticed.*

"All of the men on your line are very praiseworthy; however, No. 25 (**M. L. White, Div. 3**) has come to notice because of his *always* pleasant manner of giving directions and helping passengers and because I have met him more often.

"Pardon intrusion, but felt you would like to know, also be pleased to feel that you have employed gentlemen to act for you in extending courtesy and help to your public. . . ."

A PASSENGER.

More Than Courtesy . . .

"On Friday, the 13th, while shopping downtown, Mrs. Dougher had the misfortune to lose her purse, leaving her without car fare. However, on her way to my son's office, which is located in the Associated

Realty Building, corner Sixth and Olive, she passed the loading station (Fifth and Hill), where she met a Mr. Jackson (**H. H. Jackson**), who is engaged in starting your coaches from that point. Inquiry disclosed the fact that he knew this writer. She related her predicament to him, and without any hesitancy, he advanced car fare or bus fare.

"Acts of this kind we regard as more than just common courtesy, but as a favor which we, as a family, cannot let go by without expressing our sincere appreciation to your Mr. Jackson. And, also, we feel that your office should know about this kindness, therefore we are attaching the amount advanced asking that you return it to him with your commendations.

"Thank you very kindly."

J. R. DOUGHER AND FAMILY
627 N. Formosa Ave., Los Angeles

Costly Heel Saved by Costley . . .

"Northbound bus at 3:10 p. m. stopped to let me off at Ninth and Western Avenue, bus 3006 (**D. L. Costley, Western**). I caught my heel somehow on the step, after the door closed. When bus started up I realized my heel was gone. I looked after the bus and to my surprise it had stopped in the center of the block and the driver waited a few seconds for me to come and get my shoe heel. It save me much as my shoes were new. Thank you for such courtesy. I appreciate it."

MARION KANTOR,
840 S. Hobart, Los Angeles.

"Considerate . . ."

"My husband and I were no a 'U' car—39th and Western—going west when a blind couple boarded the car at Fifth and Main on last Sunday night.

"The conductor, No. 997 (**F. J. Sterten, Div. 5**) was so kind and considerate of their welfare that he certainly won our admiration.

"The conductors are criticized so many times (sometimes unjustly so) that we feel we owe them praise when they are as kind and courteous as this conductor."

MRS. F. R. HENDRICK
1856 W. 38th St., Los Angeles

"Quick Thinking Motorman . . ."

"About 4 p. m. today I was riding on one of your cars eastbound on First Street near Gless Street. A small child ran from the curb directly in front of the car. Owing to the coordination of vigilance, quick thinking and action on the part of the motorman, a life was probably saved. It is my pleasure and, I feel, a duty to commend the action of your motorman in this instance. His number was 1073" (**F. R. Brown, Div. 4**).

E. R. KINCAID,
3478 Eagle St., Los Angeles

From Our Mail Sack also come Letters of Commendation for:

CONDUCTORS

F. R. Earl, Div. 5
O. T. Durr, Div. 5
H. D. Plank, Div. 4
C. J. Rupert, Div. 3
E. L. Jandro, Div. 3
R. G. Monahan, Div. 3
R. H. Melick, Div. 3
C. H. Hinson, Div. 4
C. E. Thompson, Div. 5
W. V. McCafferty, Div. 1
J. C. Lloyd, Div. 5
S. A. White, Div. 3
C. R. Aker, Div. 3
C. F. Fitzgerald, Div. 5
L. E. Adkins, Div. 1
O. L. Ausen, Div. 1
C. C. Dotts, Div. 4
H. I. Billings, Div. 4
H. L. Reeder, Div. 4

MOTORMEN

W. W. Erickson, Div. 4
F. E. Swab, Div. 4
K. E. Weaver, Div. 4
M. B. Capps, Div. 3

OPERATORS

D. L. Gladwell, Normandie
H. W. Vincent, Crenshaw-Vine-LaBrea
W. L. Mucahy, Crenshaw-Vine-LaBrea
A. H. Asbjeld, Maywood-Bell
P. E. Snider, Beverly
J. S. Potts, Silverlake-Hyperion-Talmadge
A. V. Hitch, Beverly
T. E. Stuckey, Florence-Soto

BASEBALL DRAWING LARGE CROWDS

Vernon Yard Nine Defeated by Division Three In Upset

By C. J. KNITTLE

THE greatest event in recent Lary baseball activities was the defeat suffered by the unbeaten Vernon Yard Team by the Division Three lads on June 19. It was a clean-cut game with neither team offering any alibis and putting up a real battle from start to finish. The result ties the two teams for first place in the standings, and Messrs. Scott and West, who operate the S. & W. Cafe near Division Three, treated the foothill boys to a rabbit dinner for the victory.

According to reports, this is the second time Division Three team has been treated this season for a win. Superintendent B. B. Boyd of Division Five, it is said, treated the Division Three boys to hot dog sandwiches for beating the Division Four team on May 22.

Division Five team added three wins to their record in the last three Sundays and moved from fourth to third place in the standings. Division Four, with two added wins and one game lost, dropped to fourth place. The other four teams of the League continue to hold their standings as shown in last month's Two Bells; fifth place, 16th Street Coach; sixth, Virgil Coach; seventh, Division One, and eighth, South Park Shops.

The big battle for the championship will be between Vernon and Division Three, although it is quite evident the powerful Division Five and Division Four teams also have a fair chance of coming out on top.

Hundreds are enjoying these games every Sunday and much credit is due President Roy Platner and Vice Pres-



The first ball team organized in the Los Angeles Railway—
Mechanical Department, 1909. Two men in this photo are still in
the service (third from end, last row, F. W. Andrus; fourth from
end, middle row, Ernie Sayre).

First row, left to right: Buddy Miller, W. Perry, L. J. Hathaway, F. Walthers.
Second row: Dan Banard, Harry Hardford, Chas. Hawksford, E. W. Sayer,
A. Clinton. Third row: E. L. Steavens, Bob Reed, F. W. Andrus, Shipcoskey.

ident K. E. Sloan for the excellent way in which the games are put on. As stated in other issues, each Sunday is an honor day for one of the Divisions or departments of the Los Angeles Railway or its employe societies, and a program of entertainment is offered by the department or social group that is being honored.

On July 3, President Platner has arranged a special Independence Day program of prominent speakers and talented entertainers. The 9:30 A. M. game between Division Four and Virgil Coach will be played as scheduled. The 12 o'clock game between Vernon and South Park Shops will be postponed and the game between Division 5 and Division 1 which was scheduled for

2:30 P. M. will be played starting at 12:00.

July 10 will be Silver Bullet Club Day at the Ball Park. L. F. Sparks will be the guest of honor.

July 17 will be Retired Employes Club Day. The Club's President, C. M. McRoberts, former Chief Claim Agent, will be the guest of honor. Among the entertainers will be Roy Blaize demonstrating his "One Man Band."

July 24 will be the Los Angeles Railway Women's Club Day. Mrs. Paul Brown, newly elected President, will be the guest of honor. The Club's quartet will offer selections.

July 31 will be Credit Union Day. D. D. McClurg, President of the recently organized Division Five Credit Union, will be guest of honor.



(Circle) The "Trio Mexico," heard over KMTR weekdays 4 to 6 a.m., Sundays 9 to 10 a. m. and on XEVG (Tia Juana) daily 4 to 5 p. m., provided delightful Spanish selections at Vernon Yard Ball Park on Square and Compass Day, June 19. The members, (left to right) are Lupe Fernandez, Jose J. Torres and Albert Hernandez.

Above: W. S. Vance, Div. 3 left fielder, scores from second on a two base hit by Broman.



Bottom: Joe Kohler, Div. 3 utility, scores on a single by Grubb. Short-stop Meek scored on the same hit. Quihuis catching.

With the exception of the July 3 program, the Honor Day programs of entertainment are presented between the second and third games or, to be more explicit, between 1:30 and 2:00.

Now let us look over the recent scores and standings. An added feature of the baseball news this time is the teams' batting averages and individual batting averages. These entire tabulations are carefully compiled by our youthful though efficient Scorekeeper, "Pinky" Meloy, son of Switchman William Meloy (Division 3), to whom we feel deeply indebted.

MAY 29 at 9:30 A. M.

	R	H	E
Virgil Coach	100	100	0—2 5 4
Division 3	024	321	x—12 11 5

Batteries: Cox, Pallas and Owen; Woodward and Hancock. Umpires: Kemp and Taylor.

Boone and Cox of Virgil each collected two hits out of three trips to the plate. Andrews of Division 3 hit two homers, the first in the second inning scoring Broman and the second in the fifth with nobody on. A double play was manipulated by the Virgil boys in the second inning, Dossey to Daughters to Wycoff.

AT 12:00 M.

	R	H	E
Division 4	272	170	0—19 18 6
South Park Shops....	100	000	0—1 2 4

Batteries: Vance and Stevers, Carter; McDermott, Berg and Friwogel. Umpires: Kemp and Taylor.

This was Vance's first appearance on the mound this season. Farmer and Lynch collected the two hits for the Shops. Lipscomb led the Division 4 attack with four hits out of five times up. Hipes of Division 4 hit a homer in the fifth inning scoring Spence and Curry. This makes 53 runs in three games for Division 4.

It was 16th Street Coach Day at Vernon Yard Ball Park. Superintendent H. C. Lehnhart was guest of honor. R. O. Bennett entertained with vocal solos. Mr. and Mrs. W. D. Morris offered hill-billy songs. Mat Gallagher, Publicity Director for the Los Angeles Team of the Coast League gave a short talk and "Dutch" Leiber, pitcher for the Angels, addressed the crowd, telling how all big-leaguers originated on the sand lots and that he hoped to make one of the Lary League teams next year. L. N. Kelley was Master of Ceremonies.

AT 2:30 P. M.

	R	H	E
Division 5	232	006	1—14 12 5
-16th St. Coach.....	000	005	1—6 10 4

Batteries: Templin, Beale and Cranston; Braund and Crownover, Welch. Umpires: Kemp and Taylor.

Templin allowed the Coach boys only three hits in the first five innings. Ward of Division 5 took three hits out of four times up. Crownover of Coach made two hits out of two trips to the plate and his teammates, Murray and Chase, each collected two hits out of four times up.

JUNE 5 at 9:30 A. M.

	R	H	E
Division 4	000	001	10—11 7 9
Division 5	025	812	x—18 17 4

Batteries: Vance, Waggoner and Stevers; Templin, DuVall, Beale and Cranston, Bartlett. Umpires: Rice and Taylor.

Templin held the Division 4 boys to one run and four hits in the first six innings. Gracin of Division 4 hit a homer in the seventh scoring Vance. Lipscomb, Curry, Waggoner and Hipes each collected one hit out of four times up. Ward, DuVall and Templin of Division 5 each took three hits out of four times up.

AT 12:00 M.

	R	H	E
South Park Shops....	510	042	0—12 17 8
Division 1	302	550	0—15 14 1

Batteries: Reclick, Berg, Miller and Friwogel; O'Neill, Means and Bell, O'Neill. Umpires: Rice and Taylor.

The South Park Shops lads started out well this time. Misko of the Shops hit a homer in the first inning scoring Foreman, Friwogel and Lynch. Farmer of Shops collected four hits out of five trips to the plate. Both teams indulged in a bit of free hitting. Means of Division 1 took three hits out of three times up.

It was Virgil Coach Division Day at the Ball Park. Mr. D. D. Canning, Guest of Honor, gave a short speech and G. R. Troutwine, Master of Ceremonies, presided with a brief program of entertainment.

AT 2:30 P. M.

	R	H	E
Virgil Coach	100	001	2—4 10 6
Vernon Yard	300	034	x—10 7 2

Batteries: Cox, Pallas and Owen; Peralta and Quihuis. Umpires: Rice and Taylor. The Virgil boys showed great promise in



VERNON YARD TEAM Front row, left to right: Sal Manriquez, George Manriquez, Louis Peralta, Ventura Saiza, Gene Rodriguez, Joe Saiza, Jesus Acosta, C. O. Taylor, Umpire. Back row: H. C. Kemp, Base Umpire; Max Carrillo, Joe Miranda, Ray Espana, M. Saiza, Frank Quihuis, N. Carpio, W. P. Capps, Manager.

this game, out-hitting Vernon but failing to out-run them. Dummer led the Virgil attack with three hits out of four times up. Daughters of Virgil was credited with two two-base hits. Carpio of Vernon hit two home runs, the first in the fifth inning scoring George Manriquez and the second in the sixth scoring Carrillo, Sal Manriquez and George Manriquez. Carpio and George Manriquez each made two hits out of four trips to bat.

JUNE 12 at 9:30 A. M.

	R	H	E
Division 1	000	000	0—0 6 4
Vernon Yard	612	030	x—12 12 2

Batteries: Means and Bell, O'Neill; Peralta and Quihuis, V. Saiza. Umpires: Porter and Taylor.

It was a hard luck day for the Division 1 boys. Sears and Beckett each made two hits out of three trips at bat for Division 1. Sal Manriquez led the Vernon hitters with three hits out of four times up.

AT 12:00 M.

	R	H	E
Division 3	000	300	0—3 6 1
16th St. Coach	000	001	0—1 3 1

Batteries: Woodward and Barnett, Martin; Braund and Ballinger. Umpires: Porter and Taylor.

It was a well-played game on both sides. Burke of Division Three made two two-base hits out of three times up, the first in the fourth inning and the second in the sixth. Stoner, Pierce and Chase made the three hits for Coach.

This was South Park Shops Day at Vernon Yard Ball Park. Assistant Superintendent J. T. Watts was Guest of Honor. Roy Blaize, Master of Ceremonies, entertained the crowd with his own five-piece swing band composed of Cornetist Dan Alguire, Clarinetist Dick Mansfield, Bass Fiddler E. H. Blaize, Accordionist T. L. Swartzman and Roy (himself) on the guitar. They were well received.

AT 2:30 P. M.

	R	H	E
Virgil Coach	010	302	3—9 12 3
South Park Shops	110	100	1—4 7 5

Batteries: Cox and Dummer; Miller, Lock and Friwogel. Umpires: Porter and Taylor.

Cox led Virgil's attack with three hits out of four times up. Pallas of Virgil made a sensational catch in the fifth inning, running from centerfield to the shortstop position to bag a flyball. Bird led the Shops hitters with two out of three times up.

JUNE 19 at 9:30 A. M.

	R	H	E
Division 5	100	600	0—7 9 1
Virgil Coach	201	000	0—3 4 1

Batteries: Templin and Cranston; Cox and Dummer. Umpires: Kemp and Taylor.

TEAM BATTING AVERAGE

	AB	H	Avg.
Vernon	172	62	.361
Div. 4	166	64	.325
Div. 3	177	53	.309
Div. 5	173	48	.277
Virgil	177	49	.275
Div. 1	177	43	.243
Coach	153	37	.242
Shop	199	41	.206

Compiled by Clayton Meloy
Official Scorekeeper

LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard	6	1	.858
Division Three	6	1	.858
Division Five	5	2	.715
Division Four	4	3	.572
16th Street Coach	2	4	.334
Virgil Coach	2	5	.286
Division One	2	5	.286
South Park Shops	0	6	.000

BATTING .300 OR BETTER

	AB	H	Pct.
Spence, Div. 4	1	1	1.000
Troner, Coach	2	2	1.000
Vurges, Shop	2	2	1.000
Andrews, Div. 3	18	12	.667
Espana, Vernon	3	2	.666
Ward, Div. 5	11	7	.636
Hancock, Div. 3	9	5	.556
Carpio, Vernon	22	12	.545
Meek, Div. 3	8	4	.500
Green, Shop	2	1	.500
Saiza, J., Vernon	14	7	.500
Vaughn, Div. 4	2	1	.500
Baudich, Div. 4	8	4	.500
Carrillo, Vernon	18	8	.489
Vance, W. W., Div. 4	19	9	.479
DuVall, Div. 5	12	5	.455
Manriques, S., Vernon	12	5	.455
Smith, Div. 5	25	11	.440
Peralta, Vernon	7	3	.429
Cox, Virgil	14	6	.429
Schmidt, Div. 3	21	9	.428
Murry, Coach	19	8	.421
Friwogel, Shop	19	8	.421
Tudor, Virgil	19	8	.421
Marsden, Div. 5	12	5	.420
Stevens, Div. 4	22	9	.409
Templin, Div. 5	15	6	.400
Lynch, Shop	10	4	.400
Barnett, Div. 3	5	2	.400
Burk, Div. 3	5	2	.400
Means, Div. 1	23	9	.391
Foreman, Shop	18	7	.389
Carter, Div. 4	18	7	.389
Butler, Div. 1	16	6	.375
Dummer, Virgil	19	7	.368
Waggoner, Div. 4	19	7	.368
Lipscomb, Div. 4	22	8	.363
Acosta, Vernon	14	5	.357
Cranston, Div. 5	17	6	.353
Pallas, Virgil	20	7	.350
Davis, Coach	6	2	.333
Chase, Coach	12	4	.333
Farmer, Shop	15	5	.333
Quihuis, Vernon	12	4	.333
Hedrick, Div. 1	18	6	.333
Beckett, Div. 1	12	4	.333
Webster, Virgil	3	1	.333
Wier, Div. 4	6	2	.333
Manriquez, G., Vernon	25	8	.320
Huntoon, Div. 5	19	6	.316
Gracin, Div. 5	13	3	.308
Hipes, Div. 4	13	3	.308
Miranda, Vernon	20	6	.300
Vance, Div. 3	20	6	.300

The Virgil lads started off well, taking a three-run lead in the first three innings but could not hold it. Wycoff, Daughters, Boone and Dossey collected the hits for Virgil. Smith led the Division Five hitters with three out of four times to bat.

AT 12:00 M.

	R	H	E
Division 1	000	002	0—2 7 3
Division 4	202	000	x—9 8 3

Batteries: Means and Bell, O'Neill; Vance and Stevers. Umpires: Kemp and Taylor.

Another excellent game. Division 1 lads were credited with two double plays, the first in the third inning when Brezniak bagged a fly and relayed it to Bell and the second in the fifth from Sears to Bell to Hedrick. Roberts led the Division 1 hitters with two out of four times up. Vance pitched a good, steady game.

This was Square and Compass Day at the Ball Park. C. P. Pedersen was Guest of Honor. Roy Platner was Master of Ceremonies and the entertainment was provided by the "Trio Mexico," a professional Spanish group of guitarists and singers of which Lupe Fernandez, Jose J. Torres and Albert Hernandez are the members.

AT 2:30 P. M.

	R	H	E
Vernon Yard	010	000	0—1 2 0
Division 3	000	004	x—4 9 3

Batteries: Peralta and Quihuis; Woodward and Barnett, Martin. Umpires: Kemp and Taylor.

This was Vernon Yard's first defeat of the season and, it will be remembered, they were only out-played once last season. Woodward and Peralta both pitched splendid games. Acosta and Rodriguez were the only ones to collect hits for Vernon. Schmidt of Division 3 took two hits out of three times up. Schmidt was also credited with a sensational running catch from deep centerfield to shortstop position to grab off a fly hit by Carpio in the second inning.

Midway In Softball Race

Competition Gets Keener As Season Progresses

By CHAS. S. HARDY

The LARY Softball League completed the first half of its schedule on June 9. Competition has been much closer during the last games of the half and the remainder of the schedule promises to be a hard contest. The top teams will have to continue playing first class ball to stay on top and meet the Garage in a play-off for the trophy. The Car Cleaners in their last game came very close to breaking the Garage's winning streak when the score ended 2 to 1 in favor of the Garage. The Cleaners strengthened with the addition of their new pitcher are going to be hard to beat. The much improved fielding of Division 4, together with their hard hitting, should skyrocket them to the top. Colletti Transportation Company is expected to play the remaining Vernon Yard games and their pitching will be hard to beat. The Wilshire team having dropped out will be replaced with various local teams. On June 9 the Office team seemingly added to the candlepower of the field lights when they walked on the diamond in new light trousers and sox. They proceeded to initiate their gay new togs by taking Division 4 with a score of 10 to 8. Trailing by one run in the last inning, Mellentin pinch hit and came through with a double, scoring the tying run. Two more tallies came across the plate before Division 4 could stop the rally. The Motor Coach lads are expected to be strong contenders in the final half behind the pitching of Gould and Col-

burn. The league wishes to express its thanks and appreciation to the management for the new rest rooms at the ball park.

Two games are played at Vernon Yard each Monday, Tuesday, Thursday and Friday evenings, first game starting at 7:30 p. m., the second at 8:45. Wednesdays remain open for exhibition games. Bring your friends and support your favorite team.

SOFTBALL STANDINGS

Team	W	L	Pct.
Garage	14	0	1.000
Division 5	11	3	.786
South Park	10	4	.714
Office	9	5	.643
Electricians	8	6	.571
Motor Coach	6	8	.429
Division 4	5	9	.357
Car Cleaners	4	10	.286
Wilshire	3	11	.214

LEADING SOFTBALL HITTERS

	AB	H	Avg.
Lockridge, Garage	41	23	.561
Ross, South Park	18	10	.556
Lund, Div. 5	35	19	.543
Allen, Div. 5	32	18	.531
Washington, Div. 5	22	11	.500
Carmickeal, Electricians	36	18	.500
Burgess, Electricians	40	20	.500
Jones, Garage	18	9	.500
Campbell, Div. 5	37	18	.486
Ralphs, Electricians	25	12	.480
Oliveri, South Park	21	10	.476
Ellis, Garage	19	9	.474
Compant, Div. 5	28	13	.464
Whiteside, Office	43	19	.442



—Guy Gifford.
"All aboard! Both doors in, ladies! Both doors in!"

ACTIVITIES OF LARY CLUBS

REVOLVER CLUB NEWS

By L. F. SPARKS, *Secretary*

For the fourth time this year, J. T. Denis, from South Park Shops, has won the LARY Championship Medal. He took the May medal with a score of 279 x 300, beating his former record by eight points.

On May 21, Capt. Brewer's Centinelians won two hard fought matches from the United States Treasury Department Team. Scores were 1361 to 1350 and 1347 to 1331. High man score for the day was a tie between the teams, each making 283. At the Torrance Range the Centinelians took two matches from the Torrance Pistol Club Team on May 30. Scores were 1323 to 1302 and 1305 to 1292.

HELP WANTED—One first class pistol shooter. A few hours work each week. Good pay in fellowship and sport. Applicants see R. J. MacMillan of the Los Angeles Railway Silver Bullet Team. One of our best shooters has left the service and we need a replacement in a big way.

When the 77th Street Team won the Class "B" medals at the California Pistol League matches recently, they had none other than Denny Garner and Jimmy Denis of the LARY Silver Bullets on their line. At the rate the boys are going we will soon have State or National Championship material.

Our Association is open to a number of desirable shooters at the present time. Initiation fee \$1.00 and dues \$2.00 a year. We have a non-profit organization and outside of \$10.00 a year to the National Headquarters, every cent in dues is returned to the shooters in medals and prizes. As an example, we held a Dinner Dance on June 5 at the Potrero Country Club which was free to members and their wives. A chicken

dinner with all the trimmings was served in the Banquet Room, followed by speeches from our President, Jack Brewer, and other officers of the Association.

We then moved into the Ballroom, where under the spell of the Club orchestra everybody danced. Between dances we were entertained by two hot tap dances from little Jimmy Cook and four vocal solos from J. T. Denis. Several other members who have talent will be called on at future parties. Those few members who were absent on account of sickness missed a wonderful time. J. T. Denis was awarded a medal for past shooting ability, and if he keeps it up will have to have his chest enlarged in order to find room on which to pin them.

If your Sundays bore you and you are lonesome for a group of good fellows, sneak out some time to our range in Centinela Park, Inglewood. You will be made welcome by Range-master "Monty" Montgomery and the gang.

SQUARE AND COMPASS

By BILL LANE

After wandering over to Division 3 last month the Square and Compass Club members returned to Von's Cafe and assembled in large numbers on Saturday evening, June 11, for their regular meeting and banquet.

The boys sure like "Von's." It is just like home to them and they cut up and act accordingly.

Bill Morgan, who is famed for telling stories, and that Swede, C. P. Pedersen, were trying to see who could put the largest dent in each other's hat. "Pete" was away out in the lead until big Jess South came between them.

The Club was honored by the pres-

ence of Bro. Billy Shelford, who was the first secretary for the Club and who has been elected as an honorary life member.

Billy was glad to meet so many of his old pals. Come often, Brother; we like to have you.

After the banquet we were entertained by a personality show from the Hollywood Bohemians, who are showing at the Criterion Theatre. One act was an unusual dance by a beauty which I notice was very attractive to some of our elderly brothers. Russel Smith, Dad Fletcher, Ed Shanafelt and P. V. Mathews were in the front seat taking everything in.

The Club will be "dark" during the months of July and August. Our next meeting will be held September 12.

During these two months I would appreciate it very much if the brothers would send me (care Division 5) news of their vacations, etc.

Brothers Andy Anderson and Fred Mellentin of our Swede delegation are going to Balboa the week of July 4 to catch some of those big fish we hear about.

Where are you going? I think our President, L. F. Sparks, should take the boys out in his yacht and let us all fish.

AMERICAN LEGION AUXILIARY

By BETTIE L. LEASMAN

Well, Poppy Days have passed and we want to thank Mr. Wimberly and Mr. Patton for letting us sell poppies at the Divisions and at 16th Street Coach Division. The sale surely was a grand success. We sold 2250 poppies. Many thanks to those who bought poppies from us and to those who sold poppies.

July 5 will be election of officers for the coming year, so be on

hand to cast your vote. September 16 and 17 the American Legion State Convention will be held in Santa Monica. September 19 to 22, inclusive, will be the National Convention to be held in Los Angeles. Reservations must be made by July 1.



Evelyn Ruth Peach, daughter of Watchman and Mrs. J. S. Peach, recently married at Angelus Temple to Gordon Dauberger.

LARY WOMENS CLUB

By MRS. S. T. BROWN

Don't forget the trip to Catalina on Thursday, July 21. Reservations should be made not later than July 11, and money must accompany applications. The round-trip fare to Catalina is \$1, and a special rate of 40 cents a round trip has been obtained for Club members on the Pacific Electric train, which leaves Los Angeles for Wilmington at 9:00 a.m. Children under twelve years of age will be charged half-fare. The boat leaves Wilmington at 10:00 a.m., and returns from Catalina at 4:30 p.m. For reservations, or for further information in regard to the trip, contact Mrs. John J. Redding, 3838 Idell Street, CApitol 0961.

Sunday, July 24, is to be Los An-



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

For Rent—For an ideal vacation of one week (or more) at the beach. A furnished five-room house with garage at Surf-Side Colony, a private beach colony, seven miles south of Long Beach on the Coast Highway. Utilities paid. \$17 per week. C. J. Knittle, Division 4.

For Sale—Lot 44x120, at Arrowhead. 300 yards from lake. Creek running through. Can fish in your front yard. Very reasonable. Joe A. Hurzeler, Division 4.

For Sale—Brand new hand garden cultivator. Two wheels and two

blades. Regular \$8.00. Will take \$5.00. G. C. Abel, Division 4.

For Sale—Ford De Luxe Sport Roadster, 1931, motor just overhauled, new top and rear end, 6 wheels. \$140.00; \$50.00 down. Also Auburn De Luxe Phaeton Sedan, 1931, 6 wheels and radio. \$195.00. Terms. J. Welcker, No. 568, Wilshire Operator.

For Rent—Small, comfortable cabin located at June Lake. Reasonable rent. M. W. Ramsey, Supervisor, Room 723, Main Office Building.

geles Railway Women's Club day at the Vernon Yards Ball Park. Let's make this a gala occasion, and show the teams some real enthusiasm. An interesting program has been planned, which will include, among other things, a short address by our President, Mrs. Paul Brown, and several musical numbers arranged under the direction of Mr. J. M. Hawley. All Club members are cordially invited to attend.

Arrangements are now under way

for a family picnic which is to be held on August 28. Each family is to bring their own lunch, but coffee and punch will be served free during the lunch hour and in the evening by the Club. The picnic will be from 1:00 to 6:00 p.m, but the place of meeting has not, however, as yet been determined. Further information will be included in the next monthly calendar which will be mailed to Club members in advance of the date of the picnic. Mrs. L. B. Meek is to be hostess for the day.



BEST WISHES TO:

Gary Bruce, born to Conductor (Division 3) and Mrs. C. M. Clemons on March 13.

Ronald Vincent, born to Conductor (Division 4) and Mrs. V. V. Guadagno on May 27.

Carol Ann, born to Operator (Virgil) and Mrs. J. R. Rowley on June 2.

George Wayne, born to Conductor (Division 5) and Mrs. E. D. Helwig on June 5.

Laurine Ann, born to Operator (16th Street Coach) and Mrs. E. S. Caldwell on June 5.

Robert Edward, born to Mr. and Mrs. Robert Hartman (Machine Shop, South Park Shops) on June 13.

Elaine Marilyn, born to Motorman (Division 4) and Mrs. R. E. Schulte on June 14.

NEWS OF LARY SICK FOLKS

By R. A. PIERSON
Superintendent of Personal

During the month of May there were 23 employes confined to the Hospital, which represents 150 hospital days. The cost of the Hospital service was \$1,022.00.

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

During the month of May, there were 182 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

*"Upon the silent shore of memory
Images and precious thoughts
that shall not die,
And cannot be destroyed."*

WORDSWORTH.

Robert Henderson Rogers, Conductor, Division 5, died May 27, 1938. He was born in Tralton, Tenn., January 15, 1880, and entered the service as Conductor, Division 1, May 27, 1913; transferred to Conductor, Division 5, July 18, 1937. He is survived by his widow, two sons and one daughter.

Frank R. Nye, on the Pension Roll, died June 2, 1938. He was born in Beloit, Wis., November 25, 1865, and entered the service of this company as January 22, 1889, as Conductor, Division 1; placed on Pension Roll January 15, 1931. Mr. Nye is survived by his son.

Thomas Lloyd Standish, Air Brake Repairer, Mechanical Department, died May 24, 1938. He was born in Pittsburgh, Pa., June 11, 1880, and entered the service of this company as Car Repairer; Mechanical Department, January 23, 1911; resigned July 8, 1913, for other work. He was re-employed as Air Brake Repairer, Mechanical Department, November 3, 1915. Mr. Standish is survived by his widow.

Frank Joseph Foley, Painter, Department 11, Mechanical Department, died June 12, 1938. He was born in Doniphan, Kan., August 18, 1887, and entered the service as Painter, September 3, 1926. Mr. Foley was a member of the Knights of Columbus, No. 759, Fort Worth, Texas.

APPRECIATION

Letters gratefully acknowledging the kind thoughts and expressions of sympathy extended them during recent bereavements have been received from the family of L. M. Runyon; Mrs. Della Rogers and family; F. H. Nye; Clara J. Runyon and family; Mrs. Thomas L. Standish; William A. Jermy, and A. A. Goldsmith and family.



CONGRATULATIONS TO:

Motorman E. L. Hulberg (Division 3), married on May 6 to Miss Margaret Sage.

William Roy Briscoe (Carpenter, D-12), married on May 27 to Miss Daisy Lou Cobb.

Robert H. Miller (Carpenter, D-12), married on May 28 to Miss Pearl Allumbaugh.

Lineman R. E. Baker, married on June 12 to Miss Helen Moon.

H. S. Murray (Car Repairer, Division 1), married on June 4 to Miss Dorothy Brink.

Cecil Gerrard (Painter, Division 4, Mechanical), married on April 30 to Miss Evelyn Compton.

Motorman E. Riley (Division 1), married on May 14 to Miss Hilma Aakre.

Miss Evelyn Ruth Peach, daughter of Watchman J. S. Peach, married June 12 to Gerald G. Dauberger.

RETIRED EMPLOYES



D. L. GRAGG, Secretary

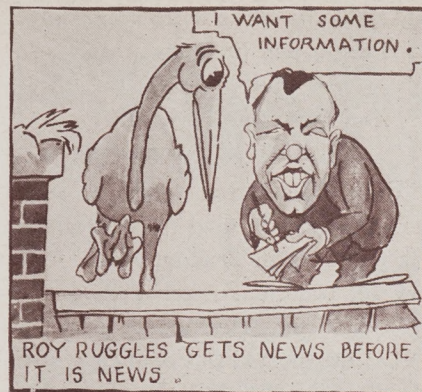
Regular meeting of the Association was held in Room 309, Los Angeles Railway Building, June 21. Fifty members were in attendance.

Through the kindness of the Union Oil Company the Association was shown motion pictures of the building of Boulder Dam which was enjoyed by all.

Next meeting will be held September 20, 1938.

HOT OFF THE WIRES OF THE ASSOCIATED SCRIBES' NEWS SERVICE

DIVISION ONE VERNON YARD



Many times I have had inquiries about employees who are missing from their runs. I thought it might be of interest to all to report about these men who are either confined to their homes or in the hospital.

Following is a list of all of our men who are ill at home this month. Their names: A. E. Fontaine, T. Forrester, G. W. Leslie, O. W. O'Neill, J. E. Ramstein, L. Rasmussen, C. F. Staggers, M. S. Thomas, H. Van Unen, S. H. Wersal, J. A. Wigren, J. R. Butler, F. W. Happel, J. E. Davis.

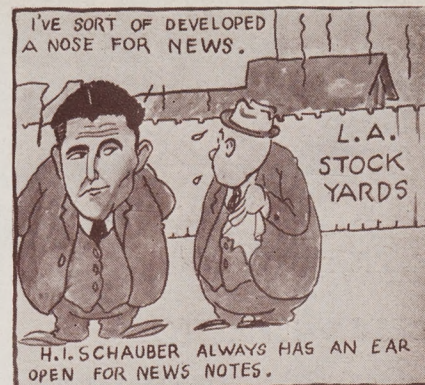
Anyone wishing addresses may secure same at the office.

It was with genuine regret that we learned of the death of Frank Nye, the oldest man at our Division. He entered the service in 1889 and was retired in 1931. He passed away on June 2, a few months after the passing of his wife. He leaves a son and the sympathy of our Division is extended to him.

G. G. Gifford, our artist, who was confined to the hospital for some time, is back at work and looking for new ideas for his drawings.

Since our last edition we have played three games of baseball. On May 22, with Division Three the score was 6 to 2 in our favor—June 5 with the Shops, the score was 15 to 12, in our favor, but on June 12 we played Vernon.

The boys want to thank Mrs. Anshutz for the delicious cake she brought to them.



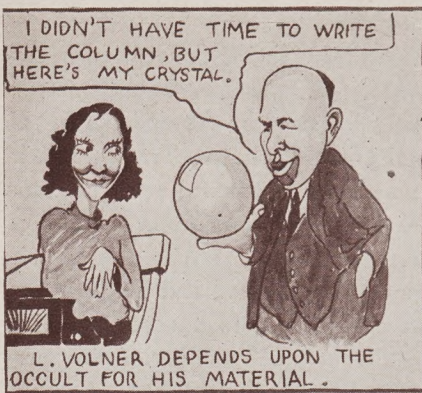
When the Management recently granted permission for hourly men to take vacations they really gave the men something new to think and talk about. This somewhat unexpected concession came just at the time when everyone was dreaming of what he would like to do if only a vacation period were available. When the dream became a reality a great problem arose—that of crowding into one short week, dream trips that in many cases have been in mind for several years. Lots of confusion and a few disappointments this time, but next year should be far different, if a start is made now with plans for the time and financing of that long awaited outing to the tall and uncut. While most of “the boys” are too old now to believe in Santa Claus, they are still young enough to appreciate and enjoy this break.

Well, it had to happen some time and certainly there are no hard feelings in Vernon Yard on account of the first class beating the boys took from Division 3. There is no question but that the best team won that game. More power to 'em. They are going to need it when the teams meet again in August. Whenever these outfits get together there is more scrappy goodfellowship shown in one game than a dozen college teams could display in an entire season.



To avoid that run-down feeling Cross Crossings Cautiously.

DIVISION THREE



Missing out is a very serious offense—either missing relief or failing to report on time. Recently a conductor on the “5” line was to be relieved southbound after nine hours on duty, but the man to relieve him failed to show up, so this conductor had to make another trip to Hawthorne. Motorman S. O. Huddleston was in the assembly room several mornings ago when his son, Motorman C. R. Huddleston, came in late to call for his run. Upon learning of the missout, the senior Huddleston informed the youngster that the next time such a thing happened he would take him over his knees.

During the week of the Shrine Convention a slight earthquake was felt. It was during the quiet hours of the evening about midnight, when just a few men were in the assembly room finishing up their trip sheets, etc., getting ready to turn in. Ex-Conductor H. C. Albertson, who is now night watchman around the division, was upstairs looking things over. The quake shook the building slightly. Mr. Albertson felt the shock and the racket he made in coming down the stairs caused the boys who were counting their money to leave it and make for the door. Mr. Herter, the clerk on duty, hearing such a noise outside, went out to investigate. He found Mr. Albertson outside, rather pale but still able to make his rounds.

After ninety days off duty on the sick list, part of which time was spent in the hospital, Motorman A. B. Parker has returned to duty.



—Guy Gifford.

“I don't think those Mexican Jumping Beans are going to agree with me!”

SOUTH PARK SHOPS

J. H. Bailey does a good job of pinch-hitting for F. Arleigh Fraser this month. The substitution was made too late for us to get a line on Mr. Bailey's means of news-getting. Hence no drawing.

It is with much regret that we report that our regular scribe, F. Arleigh Frazier, has been confined to the St. Vincent Hospital since May 23. Arleigh is having a very tough time of it and we all join in wishing him a speedy recovery. As near as we can learn, he suffered complications following an appendicitis operation. It is advisable to postpone any visits at this time, as quiet and rest are requested.

E. J. Miller of the S. E. Office is enjoying a vacation and leave of absence, visiting his mother and relatives in St. Louis. Rumors have it

that Ed plans to crash the gates of that fair city's railway systems and bring back some new ideas.

Joe Steenrod of the S. E. Office made a trip to Grand Canyon and Boulder Dam, rushing back to do a little Shiner with the boys. That's alma mater to Joe.

Our very efficient Equipment Instructor, Frank Markley, was going through all the motions of a hot foot victim when we found him the other day. When the dust cleared and his speech became normal, we learned that he had locked his keys within his ancient but reliable old chariot, and believe you me he was all hot and bothered.

It was a tense moment in the big game between South Park and the Virgil Motor Coach Baseball nines. The score all even, two out, with “Twinkle Toe” Burgess on second



M. L. Bradley, Official Weather Prophet for South Park Shops.

and "Gabby" Ross on first. The new S. P. Manager, Bert Miller, slapped tall, dark and handsome Leonard Green on the back and motioned for him to get in there and hit. There was a spell over the stands. You could have heard a pin drop—when from somewhere up there a sweet little voice broke the spell, "Hit it, HONEY!" From all four corners of the crowd came the cry, "Hit it, HONEY!" Honey Green he is now known as. Handsome home-run hitter, happiest half-wit, heckler of heirs, hereinafter hicked, honored and hooked as "Honey" Green.



These bright little lads are Wilham and Eugene Blaize, aged 8 years and 8 months. They are the twin sons of Royal Blaize, a Carpenter at South Park Shops.

DIVISION FOUR



Since early in May when the trainmen first learned that our Company had granted them a one week vacation with pay, much rumor was agog about when the vacation period would start and how it would be scheduled and controlled. But they did not wonder long.

In the latter part of May a bulletin appeared stating the first vacation period, June 1 to 8, was open for bid. This meant that the nine men with highest seniority bidding for that period would be granted it. These turned out to be D. L. Lowen, C. E. Peregoy, J. W. Hanchey, B. S.

Moore, H. O'Neill, E. D. Wakeham, F. R. Howard, F. Shuster and C. A. Rogers.

With the Shrine Convention in session from June 7 to 9 and immediately followed by the opening of the Hollywood Park Race Track, no vacations could be granted again till June 20 when a schedule of one-week vacation periods for the coming six months was posted and the trainmen were permitted to choose according to their seniority the period they preferred. Although only eight men are permitted to bid on any one period, Superintendent W. H. Snyder hopes that ten or twelve men may be granted their vacations in some weeks to prevent the vacations from running far into the coming year.

Motorman C. G. Rogne returned from a ten days leave of absence June 4, during which he visited relatives in Auburndale, Wisconsin.

Dozens of stories have been told about the antics of the Shriners during their convention here. This is just one more. Operator F. L. Forum, an owl man on Line 3, came sailing east on Sixth Street at 4:30 a. m., June 7, and observed a red lantern in the



Six months have passed since these children chuckled over their Christmas gifts, but they are still the same sweet kiddies. Left to right, Sherlee, 4; Fred, Jr., 1, and Myrtle, 10. Operator (Div. 4) and Mrs. F. R. Brown are the proud parents.

track at Witmer Street. Behind it was one of the Shrine Bands. Forum made the stop and after treating him to a lengthy serenade in front of his car, the bandsmen removed the lantern and permitted Forum to continue on his way.



John Wallace Curry is too young to sing "Smiles" but you will have to agree, he certainly can demonstrate them. Baby John, eight months of age, is the son of Motorman (Div. 4) and Mrs. W. J. Curry.

16TH STREET COACH



Among the early vacationists are H. S. Aure and his family, who returned from several weeks spent in the western national parks and covering some 6400 miles. Mr. and Mrs. Bill Haynes have returned from an extensive vacation trip through Texas, Arkansas, Tennessee and Ohio. They also took in the Kentucky Derby,

placed a small bet on the winner, and added the winnings to their vacation fund.

O. Koonse, member of the local Shrine, was guide to the Seattle Shriners during their recent convention here. He was kept too busy to get in on much of the fun.

W. D. Morris has recovered from injuries received as an innocent victim of an auto collision. He was driving home along Valley Boulevard one night after work and his brother-in-law was following in another car when a third car speeding passed in the same direction, smashed into Morris' car ahead. Morris' car was wrapped around a pole and the other car disabled, hit a house. The relative held the uninjured reckless driver until the police arrived. The culprit went over to the car he had been driving under some pretext, procured an automatic and commenced shooting, whereupon the police subdued him by tapping him on the head with a flashlight. It was then discovered that this man had just staged a couple of hold-ups and was fleeing from the scenes of his crimes at the time.

S. E. Dupree has become an excellent caller at the race track terminal. In fact, we believe he is probably the only one in transportation history to serve in that capacity who can be understood.

G A R A G E

Our Superintendent, C. B. Lindsey, spent several days in Oakland attending conventions of the California Transit Association and the Pacific Coast Regional Bus Conference.

In view of the fact that many of his friends in the company have wondered as to his whereabouts, C. S. Halderman wishes it known that he is Watchman on the east gate of the Garage during the day.

A. Young of the Wash Rack went up north on his annual rabbit hunting expedition, taking his son along to teach him the fine art of providing meat for the table. Out in the "sticks" for the first time and getting sepa-

rated from his "pappy," the younger Young became hopelessly lost. He was eventually found and will undoubtedly take a compass and boy scout manual along next time.

H. "Ace" Froby was honored by a nearby cafe when a Mexican dish was named after him. The best description of it is that it contains "everything."

Bill Boyd and Nels Lane have been so confident of the Electricians' softball team winning the series that the garage boys not wishing them to be disappointed, at the end of the first half presented them with a cup (the squat type with only one handle) suitably inscribed and a work of art.

New men in the Garage are C. L. Risco and J. D. Blagg from Division 3, and Alfred Goodlow for the Wash Rack from Division 5. Other changes were J. Fletcher to the day shift and Glenn Powell to the third shift.

DIVISION FIVE



We take off our hats to Division Three Baseball Team for being the first team to be on the winning end of the score with the Vernon Yard Champions. The win puts Division Three in a tie for first place with the Champions, the first time in almost three years that any team has been on top with them. From now on out it is going to be a real nip and tuck race, and if there has to be a play-off to settle the championship, with the brand of ball that is being played it looks like we will have to rent the Coliseum to accommodate the fans.

On May 18 Conductor Jim Ganann, who works a night run on the "5"

line, got up bright and early, feeling like a million and very energetic. After taking on a cup of coffee and a sinker, he started in mowing his lawn and after this was completed trimmed his hedge and really did a good job around the yard. Came noon, when he decided he was due for some lunch so he then took care of the inner man. After lunch he felt even better and decided on working around his bird aviary and did a mighty fine job. It was a beautiful sunny afternoon and he looked at his watch and saw that he had two hours before he went to work, so dragged in an old wicker chair in the aviary, took out his pipe and made himself comfortable in the chair and sat there just listening to the birdies sing. It was just heavenly. Four hours later Jim felt someone tugging on his arm and when he came to there was his boy just home from school, saying, "Dad, what time is it?" Dad looked at his watch and very sleepily said, "Boy, I done missed out," and that is just what he had done. The reason he gave for missing out was, "The birds sang me to sleep and just kept me that way."

On June 15 Switchman Ed Forsythe said to his wife, "Say, girlie, do you remember what happened thirty-



No, folks, these three bucks were not shot out of season and the fellow in the background sporting an attitude of "Master of all I survey" is Conductor Taylor Chase of Division Five.

two years ago today?" And Mrs. Forsythe said, "Yes, you had a felon on your thumb." That was a fact, too, and it was the first time Ed ever had to go to a doctor. That was not all, though. On June 15 Mr. and Mrs. Forsythe celebrated their thirty-second wedding anniversary. Congratulations and may you celebrate many more.

V I R G I L

Supervisor T. K. Newen's group of men in the Accident Prevention Campaign have been divided into four divisions headed by Operators E. J.

Burnell, H. A. Atkins, E. E. Taggart and W. R. White. To stimulate interest, the division showing the best re-



sults within a certain period is to receive theatre tickets to the latest shows. Operator Leonard Hendricks, the secretary of this group, will in the near future have completed something of great value to everyone interested in accident prevention.

The Supervisors wish to take this opportunity to convey to the men in their respective groups their appreciation for the cooperation and assistance in this campaign of accident prevention. While the month of May showed up as being the worst month this year, so far the month of June has shown a decided improvement over a comparable period of the month of May.

During the Shrine convention it is notable that the operators on the Sunset line did not have an accident in the downtown area.

Operator Vic Simmons is at the St.

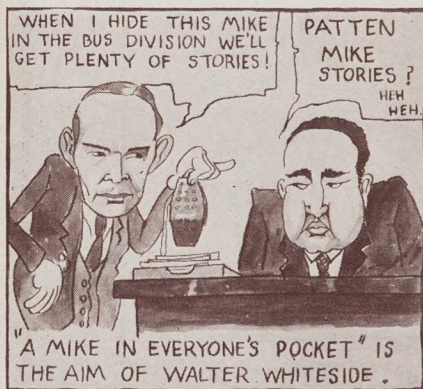


There was nothing sensational about Motorman W. J. Forster and Conductor Charley Beckner working the high, dry and dusty "I" Line in June, 1920, but they are still going strong on other lines. So, with nearly two decades of service behind them, we have asked them to take a bow.

Vincent's Hospital recovering from a serious head injury sustained while playing baseball. He was struck on the back of his head by a batted ball as he was retrieving a ball thrown in from the outfield. Vic will appreciate a visit from the fellows, as he will probably be laid up for a couple of months.

On a recent trip to Catalina, Operator Patterson was riding around the island in a boat with some friends. As they rounded a point of the island Patterson discovered smoke which seemed to be coming from the top of a mountain. Pat became very excited when one of the fellows told him it was the only active volcano in the country. The awe-stricken Pat stood on deck admiring the sight until, as the boat continued, the burning trash of a dump was revealed. Patterson claims that he knew what it was all the time, but those who were with him know better.

ELECTRICAL



Charley Hunter's arms weren't long enough when he tried to explain the size of the big ones that got away from him while vacationing at Big Bear Lake. Anyway, we are sure that if he could have landed them he would hold the all-time record.

San Diego issued a vacation call which was answered by L. C. Hunter and E. A. Laycox. L. C. visited with his brother and E. A. fished with no luck. However, when Gene returned home he visited the new Inglewood race track and thanks to the tips of Dick McDevitt he was able to leave the track with his shirt.

MECHANICAL DIVISIONS



Division One

Our roving reporter heard a rumor that the whole side fence of Jimmy Bradley's was knocked down. Which was it, Jimmy, termites or the Studebaker?

We hear LeRoy Burr isn't going to move any more. He and the landlord had an argument and Burr came out ahead, with three gallons of paint to paint the kitchen and bathroom.

B. E. Bremm is now wearing smoked glasses. He recently was transferred from nights to the day shift.

Division Two

Believe it or not, but old Division Two has been very much awake the past two weeks and it's like old times to hear the cars pull in and out from the west end and the trainmen making almost as much noise as the cars. However, we hear that Mr. Fox, the friendly druggist on the corner, is going to give a prize to the crew which makes the most noise on its next pull-in trip.

Mr. and Mrs. George Ramsey are

dividing their vacation between Camp Angelus, Oceanside and San Diego. Of course, George would have to go fishing.

Division Three

M. Krakar started off the vacation with pay week and was he smiling! Boyd Walters is still touring the country in his new Chevy.

T. Hubbard, Jr., is the new Brake-man on nights. Glad to have you, Tom.

M. Thompson is filling in while Pete Hanson visits the old country.

Pat Knight is the new Committeeman on nights.

Division Four

J. Tolin is spending his vacation in Canada, viewing the scenery with his new telescope.

M. Johnston took a trip to Frisco to see the new bridge.

H. O. White, Car Repairer, and Ida Mae Winston, Car Cleaner, are substituting this week for two who are on vacations.

Jack Arnold is the new Cleaner at Division Four. Welcome to our gang.

Division Five

Tom Lambert spent a week-end at Big Bear Lake. What's the attraction up there, Tom?

Fred Shaw and family made a trip to Lost Meadows in search of frogs. He said they could hear them croaking as loud as a fog horn when he got there, but was impossible to catch them, but he did catch something on his legs that didn't feel so good. (Just poison ivy?)

While no one was looking, Dick Payne slipped away on his vacation which was spent in the wilds of Sunland. As Dick is the Mayor of that community he no doubt had many civic problems to attend to.

We were certainly sorry to hear about the accident that befell W. D. McArthur. He had one more shift to work before leaving on an extended trip, when on the way home he was struck by an auto. We of the department are pulling for you, William.

Bill Boyd, manager of the Electricians softball team, was the recipient of a large and rather conspicuous trophy from the Garage team after their game the other night. This trophy was beautifully decorated and engraved with what the Garage team calls "Appropriate Inscriptions." We can't understand the generosity of the Garage gang except that it might be a token of gratitude for all those things called "runs" that the Electricians have given them.

Los Angeles Railway

