

TWO BELLS



LEGION HIGHLIGHTS.

Upper left: Grand Chef Tharp of Ohio receives L. A. Railway award from Snapper Ingram for best 40 and 8 Box Car.

Center: A sample of convention crowds encountered by cars and coaches.

Lower: The prize winning box car of Voiture 34, Dayton, Ohio with two of its crew holding their newly-won trophy.





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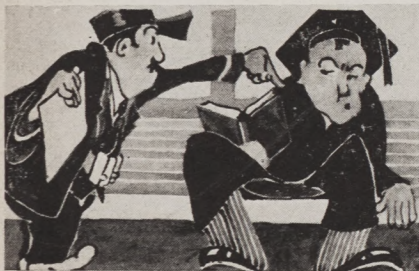
PUBLISHED MONTHLY
 FOR THE EMPLOYEES
 OF THE
 LOS ANGELES RAILWAY
 FRANK C. LYDIARD, Editor

Address all
 communications to
 editorial offices,
 1060 S. Broadway,
 Los Angeles, Calif.
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 Stations 295 and 296

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DOUBLE PUNCHES

Delivered by Mueller



Streetcars and buses in Buenos Aires carry signs saying: "He who spits is badly educated".

Honking of horns is forbidden in Rome, Italy. Only taxis may give a mousy little "Beep" on their bulb horns. And now the Germans are experimenting with a horn whose sound is inaudible to anybody except other cars which have an amplifier which converts these inaudible sound waves into audible signals.

There are still 51 horse-drawn cabs on the streets of Berlin, eking out a bare existence from curiosity seekers who are not in a hurry. Before the war there were 8 to 10,000 of these vehicles.

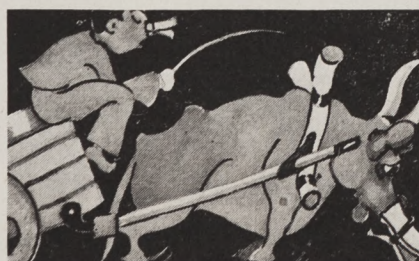
Most European countries still adhere to the class system in public transportation. There are first, sec-

ond, and even third class compartments so that the moneyed patrons do not have to rub elbows with the hoi-polloi.

Before the war in China the trains on the Peiping-Han'ow route often dawdled along just to kill time. It was thought to be poor policy to accustom passengers to too speedy transportation because when conditions should arise that would delay the trains, this would cause them to become angry and unpleasant.

In 1914 it was the taxis that saved Paris from occupation. Today the war ministry plans to make use of the city's 50-passenger single deck buses to rush troops to the front.

Tokio's traffic problem is complicated by 9000 slowly-driven oxcarts which carry "honey-buckets"—the city's sewage. As the sewerage system is extended these will gradually disappear, but at present they are still a ponderous—and decidedly odorous, traffic obstacle.



In This Issue

<i>Transit Salesmen Rate High</i> . . . 3	(The First of a Series)
<i>Put Your Mind to Work</i> . . . 4	By J. Collins, Supervisor of Safety
<i>To Hon. Visitors Who</i>	
<i>Motor (Japan)</i> . . . 4	
<i>American Legion Highlights</i> 5	
<i>Use Your Library</i> . . . 8	
<i>LARY Sick Folks</i> . . . 9	
<i>Retired Employes</i> . . . 9	
<i>Yells and Bells</i> . . . 9	
<i>Obituary</i> . . . 9	
<i>LARY League Baseball</i> . 10	By C. J. Knittle
<i>Sailors for a Day</i> . . . 11	
<i>Softball News</i> . . . 14	
<i>Chest Plans Announced</i> . 14	
<i>Women's Club Activities</i> . 15	
<i>Square & Compass</i> . . . 15	
<i>Division News</i> . . . 16	
<i>Orchestra Busy</i> . . . 21	
<i>Accident Decrease Shown</i> . 21	
<i>Trading Post</i> . . . 21	
<i>Patrons Plaudits</i> . . . 22	

TRANSIT SALESMEN RATE HIGH

The First of a Series Dealing With The Place of Salesmanship in the Transportation Industry

THE need for those of us in the transportation business to be good salesmen is perhaps greater than in any other industry. Our trainmen and coach operators make sales to ten customers a day where an average department store employe, for example, makes one. And not only does the railway man far exceed other salesmen in number of persons contacted daily, but he completes his transactions in widely separated sections of the city. He meets greatly differing types and classes of patrons, making it necessary for him to be a judge of human nature and acquainted with varying personal characteristics.

Meeting hundreds of people a day on a car or coach, transporting them safely, responding to requests for information, attempting to make each passenger's ride a satisfactory one—in addition to all routine duties, is admittedly a job for only the most capable.

Trainmen and operators who have proven themselves "tops", however, maintain that the most important single thing that has made their jobs easier and enabled them to receive recognition both from the public and their company is unflinching courtesy.

We hear a lot about courtesy and many of us have come to regard it as an abstract thing which must be listened to during division talks and read in bulletins and other literature. Sometimes we practice it and sometimes we don't. The plain fact

remains that the man who is courteous under all conditions is the one who is depended on by his superiors and who moves up when a vacancy occurs.

No one pretends it is *easy* to be courteous when dealing with an occasional unreasonable rider, or when too much dinner the night before results in indigestion the next day, but it must be remembered that when a man learns the lesson of courtesy and self-control he has not only become more valuable to the company, but has performed a big service for himself. Think over your list of acquaintances. How many of them can control themselves under trying conditions? Compare those you know who have a stable temperament and are able to reply civilly and reasonably when tested beyond the usual man's capacity with the man who flies off the handle at any provocation. Which is the man in whom you'd place your reliance? Which is the one you'd pick for a salesman of your product?

As we mentioned before, courtesy is to many of us somewhat of an abstract thing. Actually it is not. For instance, suppose a passenger hands you an expired transfer. What would you say? Some of us might respond "This is no good." Others, "You can't ride on this." The top-notch trainman has learned it is just as easy to say, "Haven't you another transfer in your pocket? This one seems to be out of date." In practicing courtesy, he is very possibly avoiding an unpleasant argument, and likely paving the way for future pleasant contacts with the rider who has appreciated his tact.

Another instance with which most of us are familiar: An irritated passenger boards a car or coach and because he has been kept waiting longer than he feels necessary, takes out his wrath on the trainman or coach operator. He may apparently feel it is the operator's personal fault that the vehicle is not on time.

Naturally, in 99 cases out of 100 it is not due to the trainman that the car is late and his natural instinct might be to reply to that effect.

The real transportation salesman, however, will reply something like this: "You know, sometimes we can't help getting held up by traffic. But day in and day out we stick pretty close to schedule." This salesman has made a pleasant and reasonable bid to the customer's sense of fair play, and as a rule the rider will respond in kind.

Adding up the experiences and viewpoints of trainmen and coach operators throughout the country certain facts become apparent, facts which indicate the right and wrong way to sell transportation. The comments of these men who, through intimate contact with the public are able to gauge better than any others the public's needs, desires, and reactions, will be printed in further articles in this series.



Put Your Mind To Work

BY J. COLLINS, *Supervisor of Safety*

IT IS only by use that we learn how to use a thing. By exercise the athlete becomes more proficient and powerful. The more you use a thing, the better you can use it; and, the better use you make of it, the longer its life.

Lack of use causes rust, decay and sluggishness making things, as well as ourselves, more or less useless—thus, we see that it takes longer to wear out than it does to rust out, which proves that in the great scheme of life the secret of health and success is service, because we get what we give, and the only kind of service worthy of the name is that which gives satisfaction to all concerned.

There are three ways of doing a thing—the right and the wrong way, and a way that is neither right nor wrong, but merely on the border line, with a tendency towards carelessness and trouble.

From years of experience in operation we teach what we consider the right way, because it produces the right effect; but, from years spent in forming more or less careless habits of doing things, the average man resents such teachings—in this way, the best of measures often fail through the lack of support by those whom they are designed to serve.

We have been teaching road space for years and, although every man is familiar with it, we still have those who fail to observe this teaching when they should try to improve upon it. This, of course, requires study—however, its application is the only scheme for avoiding collisions.

There is another similar law, which means the same to the individual that road space means in operation. It is a kind of road space of the mind, and may be briefly stated—in substance, it means, *to anticipate the consequence of a move at the time that the move is being*

made. Looking ahead with the mind as a person who controls a moving vehicle reads the conditions ahead, and controls the speed in conformity with these conditions. The individual, in taking care of himself, permits his mind to anticipate effects arising from his own acts in their relation to the acts of others. Any man who anticipates the consequence of a move on his part has intelligence enough to protect himself against practically all hazards. The reason some men are not equal to understanding the working of this scheme is because they do not remember it for more than about five minutes, and from lack of practice continue to charge failure to luck. The kind of service they render to themselves, and everyone else, is of an inferior nature—far short of their natural possibilities, they are as they think.

We may know how an accident occurred, but we do not always know the cause, for the reason that the accident is merely the result of an influence much further back. However, you may be certain that this influence was mental.

The careful attracts the careful—the careless meet the careless, and the reckless clash with the reckless. The person who falls from the car step is paying no more attention to what he is doing than is the operator in charge of the car. When conditions at home are not harmonious, and a separation between man and wife is pending, this man is subject to lapse of attention, and a rear end collision, or some other kind of an accident, is the result.

It is only by keeping your mind on your business that you know what you are doing. You should realize that our schools have opened again, which causes other activities to start, all of which produce conditions out of the ordinary, and conditions out of the ordinary always call for action out of the ordinary.

A man must be capable of recognizing danger, or dangerous conditions before he is able to protect himself. He may fail to recognize such conditions by becoming too familiar with them, and merely take them for granted. When you start taking things for granted, mind action ceases, and you start the law of attraction to work which finally brings about an exact balance of circumstances from which there is no escape.

No accident occurs from a single cause—there is a combination of causes leading up to the effect, any one of which being missing would have changed the picture.

According to report, every English-speaking motorist in Japan receives this list of traffic rules to guide their motoring conduct.

To Hon Visitors Who Motor:

1. At the rise of the hand of the policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. If pedestrian obstacle your path, tootle horn melodiously. If he continue to obstacle, tootle horn vigorously and utter vocal warning such as "Hi, Hi".
3. If wandering horse by roadside obstacle your path, beware that he do not take fright as you pass him. Go soothingly by, or stop by roadside till he pass away.
4. If road mope obstacle your path, refrain from pass on hill or round curve. Follow patiently till road arrive at straight level stretch. Then tootle horn melodiously and step on, passing at left and waving hand courteously to honorable road mope in passing.
5. Beware of greasy corner where lurk skid demon. Cease step on, approach slowly, round cautiously, resume step on gradually.

Director of Imperial
Traffic Ordinances.

*Thanx to Miss L. Williams, Office,
Virgil Coach.*

Commends Spirit Of Legionnaires

September 26, 1938

Mr. Drew A. Bernard,
Executive Vice President,
1938 American Legion
Convention,
Schenley Building,
716 South Spring Street,
Los Angeles, California.
Dear Mr. Bernard:

Responsible for the transportation of some 900,000 riders every day, the Los Angeles railway, while welcoming the advent of Legionnaires to Los Angeles for their National Convention, experienced a few worries when it considered the difficulty of transporting passengers through downtown streets while Legion activities were going on.

Reports having been circulated as to the pranks of Legionnaires at other conventions, the Railway was naturally somewhat dubious as to the condition of its cars and coaches after the 1938 Convention.

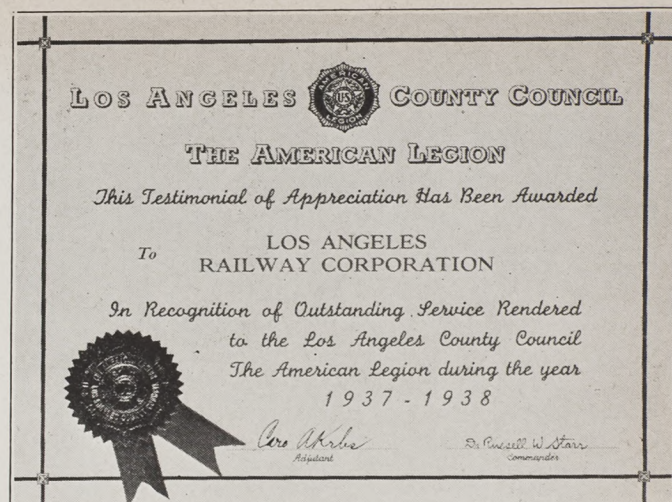
It is a pleasure, Mr. Bernard, to advise you that in this Legion Convention, which, we understand, was one of the largest ever held, our service was subjected to no violence by Legionnaires and no unwarranted delay.

Certain difficulties encountered were instigated by persons later identified as non-Legionnaires who apparently took advantage of the open-house extended to the Convention.

With all good wishes to you, and trusting we may again have the pleasure of greeting the Legion in its National Convention, I am

Yours very truly,
Lucius S. Storrs.

Thank you,
Los Angeles
County
Council!



Railway Awards Presented

Unanimously voted one of the most successful Conventions ever held, the American Legion conclave closed on September 22nd with two prize-winning outfits bearing home with them Los Angeles Railway trophies.

The handsome awards donated by the Railway went to the Color Guard adjudged the best and to the 40 and 8 boxcar winners pictured on the cover.

Captain Otto Thieme, of Post 73, East Orange, New Jersey, accepted for his Post the Color Guard trophy, which was presented by Robert Mitchell, General Contest Chairman, and expressed the Post's gratification at winning this coveted award.

Received by R. B. Tharp, Grand Chef of Ohio (40 and 8) was the boxcar trophy, presented by E. Snapper Ingram.

In talking with Engineer Jim Turner and Conductor Walter Conover of the boxcar's crew, we find that in driving to the Convention, their abbreviated train covered 2,700 miles in 7 days, including participation in 5 parades enroute.

Built entirely by the crew of four, which rode engine and boxcar "Jim Walt Lee" to victory in the 40 and 8 parade held on Broadway, the "train" was considered unfit by other members of the local 40 and 8 Post to

make the long trip from its hometown, Dayton, Ohio, to Los Angeles.

"Jim Walt Lee" not only made the trip, but vindicated its builders by returning with the 40 and 8's most eagerly-competed-for award.

POST 541 COMMENTS

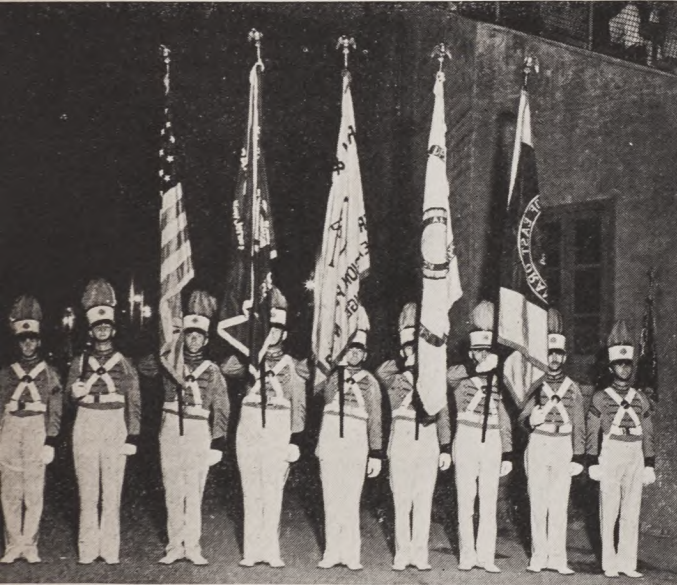
By R. H. MANNING, *Adjutant*

Comrades and friends: Post News for the TWO BELLS this issue will be short due to the fact that the Editor has plenty to tell you about the Convention and pictures to show you.

Post No. 541 would like to take the space to thank the management of the Los Angeles Railway, and the different Division officials for their cooperation in letting as many Legion men off as was possible, also the members of the band which led the Post. They did a fine job of it. Thanks to Mr. Morgan who made it possible for the band to take part.

I would like to state here that Post No. 541 was the 85th Post in the Department of California out of 547 posts, also that it was the 5th Post out of the 17th District of 49 Posts, with 140 per cent.

Now to you Comrades who do not belong to the American Legion, get in and let's go over bigger in 1939.



Upper left:
Sheriff Biscailluz lends California color to Legion parade.

Left:
East Orange, N. J. color guard which won Railway award.

Below:
A convention highlight was provided by the Lary band and its attractive drum major, Betty Garrison.

LARY





American Legion Post 541 turns out in force

CONVENTIONEERS

*Right:
Presentation of color guard trophy at Elks' Temple.*

*Below:
Post 541 Auxiliary just before the grand march.*



NOTES ON LEGION CON-
CLAVE FROM POST 541
AUXILIARY

By BETTIE L. LEASMAN, *Secretary*

Well, here we are once more after two grand Conventions, the department Convention, held in Santa Monica, Calif., attended by many of our Post and Auxiliary members, and, as you all know, the National Convention held here in Los Angeles in which many of our comrades and ladies of the Auxiliary had quite a hand in the preparations. All have reported having had a good time and that both Conventions were grand affairs. Sunday night started the National Convention (September 18th) at Hollywood Bowl with a grand memorial service, and we are happy to say that your scribe had a part in preparing Flanders Field 50,000 poppies and 200 white crosses in this most beautiful display. It truly was a glorious sight, to say nothing of the rest of the program. Then the parade on Tuesday. Thanks to all the members who joined in the parade. Next year the Department Convention will be held in Oakland and the National Convention will be held in Chicago. As this is the beginning of another Legion year, let us put our shoulders to the wheel and make this year just a little more successful than the last, and believe you me we certainly had a marvelous year. Our membership committee is busy getting new members lined up, also our hospital chairman, Mrs. Pauline Chilcoat, has formed a sewing circle that meets the last Thursday of the month at some one of the ladies' homes. It is proving very successful and helpful in more ways than one. Child welfare chairman, Mrs. Elizabeth Hinson, is already planning a Xmas tree and party for some time in December.

"What would your wife say if you bought a new car?"

"Look out for that traffic light! Be careful now! Don't hit that truck! Why don't you watch where you're going? Will you never learn?"

USE YOUR LIBRARY

New Books Just Received

HISTORY

50 Years of Unified Transportation in Boston. 1938. Historical pamphlet describing transportation in Metropolitan Boston from 1887 to date.

Know Los Angeles County. Los Angeles Chamber of Commerce. 1938. History, wealth features, and economic trends of Los Angeles County.

ECONOMICS AND POLITICAL SCIENCE

Some Current Economic Delusions. Harwood. 1938. Some current economic delusions and suggestions for their cure.

Berle Memorandum. A. A. Berle. 1938. An appraisal of the New Deal and suggestions for a future course. A scientific analysis that is neither emotional nor political.

Political Guide. Dorothy Thompson. 1938. A study of American liberalism and its relation to modern totalitarian states.

LAW

Legal Status of Women in the Various States. U. S. Women's Bureau. 1938.

GARAGE MANAGEMENT

Auto Service and Shop Management. Packer-Ahlers. 1937. A manual for service shop managers and mechanics.

ELECTRICAL

Armature Winding. Moreton. 1938. A practical book on the construction, winding, and repairing of alternating-current and direct-current and generators, with practical connection diagrams.

DIESEL ENGINES

High Speed Diesel Engines. Morrison. 1937. Includes instruction on fuel-injection and combustion sys-

tems, frames and cylinders, running gear, and construction details of the different models of the Diesel engines.

Diesel Engines and Diesel Fuel. Standard Oil Co. 1938.

Diesel Engine Lubrication. Standard Oil Co. 1938.

WELDING

Welding Encyclopedia. 1938. 9th Ed. completely revised and in dictionary form.

Hand-Book of Arc Welding. Lincoln Electric Co. 1938.

LUBRICATION

Automotive Mechanical Units and Their Lubrication. Standard Oil Co. 1938.

Diesel Engine Lubrication. Standard Oil Co. 1938.

PAINTS AND PROTECTIVE COATINGS

Physical and Chemical Examination of Paints, Varnishes, Lacquers and Colors. Gardner. 1937. New edition completely revised. Up-to-date methods of analyzing and examining paints, varnishes, etc. Includes physical properties of pigments, resins, plasticizers, and oils, as well as measurements determining hiding power, lightness, color, gloss, and texture of paints and coatings.

PUBLIC SPEAKING

How to Make the Safety Speech. Lee. 1937. Practical suggestions for those with little or no experience in public speaking.

NEW MAGAZINES

Barron's—the national financial weekly.

The Coast. A new publication which will devote itself to Pacific Coast activities and interests. Patterned after the New Yorker.

NEWS OF LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the month of August there were 40 employes confined to the hospital, which represents 429 hospital days. The cost of the hospital service was \$2,308.00.

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

During the month of August there were 160 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

RETIRED EMPLOYES



By D. L. GRAGG, Secretary

Regular meeting of the Association was held on Tuesday, September 20th, 1938.

It was the first meeting of the sixth year of the life of the Association and officers were elected to serve for the year 1938-1939. All old officers were re-elected as follows: C. M. McRoberts, president; P. C. McNaughton, vice-president, and D. L. Gragg, secretary and treasurer.

Mr. E. L. Lewis, former superintendent, gave his famous illustrated lecture on the "Romance of Street Car Development in Southern California" which was thoroughly enjoyed by all members present.

A number of new pensioners were present and were introduced by the president. Next meeting will be held on Tuesday, October 18th, 1938.



CONGRATULATIONS TO:

James Lee, born to Car Repairer (Division 5) and Mrs. James B. Ross, Jr., September 1st.

Nancy Jean, born to Operator (16th Street Coach) and Mrs. A. N. Dalbey, August 15th.

Frank Macartney, Jr., born to Operator (16th Street Coach) and Mrs. F. M. Engstrom, August 31st.

Ronald Nelson, born to Operator (16th Street Coach) and Mrs. W. T. Rowe, August 27th.

Frederick Luther, born to Cleaner (16th Street Coach) and Mrs. E. Pickens, August 25th.

Juanita Marie, born to Cleaner (16th Street Coach) and Mrs. A. Goodlow, August 16th.

Phyllis Mae, born to Motorman (Division 5) and Mrs. R. F. Strong, July 29th.

Thomas Andrew, born to Conductor (Division 5) and Mrs. J. A. Whitaker, September 8th.

APPRECIATION

Letters gratefully acknowledging the kind expressions of sympathy extended to them during recent sorrows have been received by the company from Mrs. W. F. Roedder and family; Mrs. Leota Ihrig and family; Mrs. Ernest Bougher and family; Maude Foley McCauley, Mrs. Caton (mother of Willard Victoria) and family; Mrs. J. A. Wigren; Mr. W. J. Forster and family; Mr. Ira H. Seehorn; Mrs. Emma West and family; Mr. L. O. Marble; family of John Henry Neel; Mrs. J. D. Wood and family; and Wm. T. Hunter's family.



Operator F. R. Newbill (16th Street Coach) married on September 4th to Miss Mildred Elizabeth Strahl.

Switchman W. D. Smiley (Division 1) married on September 9th to Miss Frances M. Goulette.

Motorman W. Okins (Division 1) married on September 4th to Miss Rose Levitan.

Operator A. W. McKeel (Division 1) married on August 20th to Miss Mary Lacarra.

OBITUARY

Charles William Jordan, on the Pension Roll, died August 29th, 1938. He was born in Clinton, Mo., September 20th, 1856, entered the service of this Company as Motorman, Div. No. 1, May 8th, 1896, was appointed Information Man, November 8th, 1921, and placed on the Pension Roll, January 1st, 1933.

Mr. Jordan was a member of the Brotherhood of American Yeoman, No. 2124, Des Moines, Iowa.

William Thomas Hunter, on the Pension Roll, died September 19th, 1938. He was born in Johnson County, Missouri, January 8th, 1854, and entered the service of this Company as Motorman Div. No. 1, February 25th, 1901, appointed Flagman July 10th, 1923, and placed on the Pension Roll, August 1st, 1926.

Mr. Hunter is survived by three sons and four daughters.

Jay Daniel Wood, on the Pension Roll, died September 5th, 1938. He was born in LeRatville, Pennsylvania, July 29th, 1867, and was employed as Conductor, Div. No. 1, July 8th, 1907, appointed Flagman April 15th, 1923 and placed on the Pension Roll, October 1st, 1926.

Vernon Retires Trophy

By C. J. KNITTLE

ANOTHER great Lary League baseball season has closed and the intrepid Vernon Yard boys may gloat proudly and forever over the glittering P. B. Harris Traveling Championship Trophy because with this, their third consecutive season to win the Championship, it becomes their permanent possession.

Peculiar as it may seem, Vernon Yard team was not playing on September 4, the day they became Champions. Only one game was scheduled, a re-match between Division 3 and Division 4 of a game Division 4 had won on July 24. Division 3 had been granted a re-play and needed the win to tie with Vernon Yard for top place. This would have given them an excellent chance to win the Championship for they had defeated the Vernon Yard boys twice during the season.

Then something happened. It might have been Woodie's arm or maybe the whole team wasn't perking just right, or maybe the Division 4 lads were too hot for them. Division 3 took an awful beating, 25 to 4, and another grand ball season ended.

The figures below indicate Division 3 played an excellent season, being the only team to defeat the Champions. In the team batting averages we find Division 3 in top place and in the individual batting averages two Division 3 players, Broman and Matzner, should be credited as the highest consistent hitters.

Every team, it may be said, showed excellent team spirit throughout the contest. President Roy Platner and Vice-President K. E. Sloan deserve much praise for the splendid way the entire tourney was conducted.

On an adjoining page you may read of how all the players of Lary League enjoyed themselves September 25 as guests of the Los Angeles Railway at Catalina.

The final scores, standings and batting averages follow:

Team Batting Average

	G	AB	H	Pct.
Division Three	14	372	145	.373
Division Four	14	430	149	.346
Vernon Yard	14	421	132	.325
Division Five	14	403	119	.295
16th St. Coach	14	310	90	.290
So. Park Shops	14	347	93	.268
Virgil Coach	14	387	100	.257
Division One	13	334	80	.238

Official Scorekeeper:

Clayton (Pinky) Meloy

AUGUST 28 at 12:00 N.

	R	H	E
Division 1	000	010	0-1 5 1
16th St. Coach	000	000	0-0 2 0

Batteries: Means and O'Neill; Murray and Welch. Umpires: Kemp and Held.

Beckett led the Division 1 hitters with two out of three trips to the plate. Pierce and Murray collected the two hits for Coach. It was a pitchers' battle with both hurlers throwing an excellent game.

At 2:30 P. M.

	R	H	E
South Park Shops	100	010	110-4 10 2
Division 5	000	201	000-3 7 3

Batteries: Freivogel and Miller; Templin, Ward and Cranston. Umpires: Kemp and Held.

Another real ball game, but officially, the game was forfeited to Division 5 because Shops was obliged to use borrowed players. Dick Means, for Coach, and Freivogel collected two hits out of three times up. Means hit a homer in the fifth with nobody on. Smith led the Division 5 hitters with three out of five times up. J. Huntoon of Division 5 hit a homer in the sixth with no one on.

SEPTEMBER 4 at 2:30 P. M.

	R	H	E
Division 3	020	0 20	0-4 6 7
Division 4	044	11 15	x-25 20 6

Batteries: Woodward, Andrews, Triboulet, May and Barnett, Cosgrove; Curry and

Final League Standings

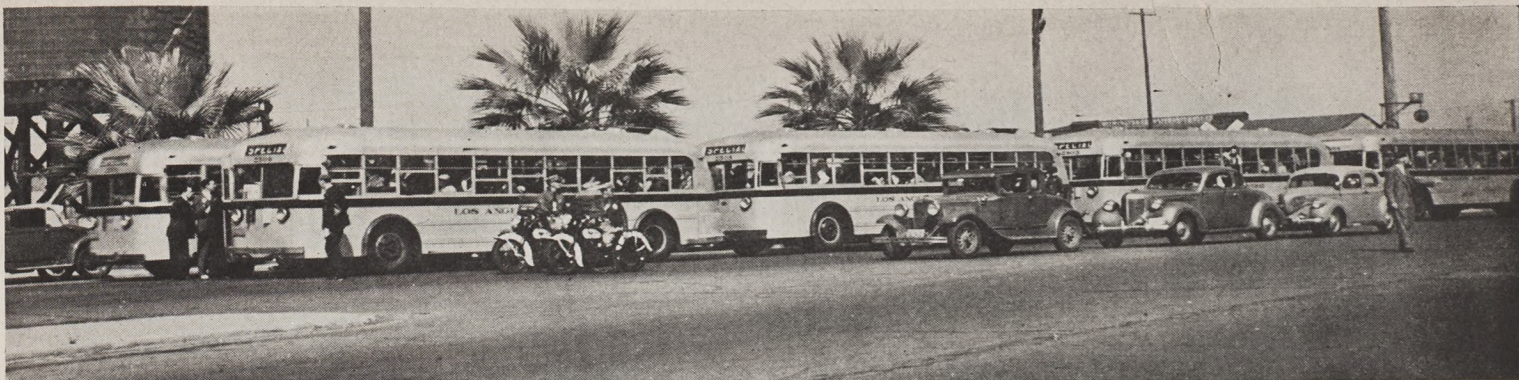
	W	L	Pct.
Vernon Yard	12	2	.857
Division Three	11	3	.786
Division Five	10	3	.770
Division Four	8	5	.616
Division One	5	8	.385
16th St. Coach	4	10	.288
Virgil Coach	3	11	.216
South Park Shops	1	13	.072

Stevens. Umpires: Hess and Lipton.

Andrews collected two of Division 3's hits and Cosgrove, Matzner, Triboulet and Barnett each collected one. Matzner hit a homer in the fifth scoring Cosgrove. Stevens and Vance of Division 4 each collected three hits out of four times at bat. Vance hit a homer in the second scoring Stevens and Curry of Division 4 made a homer in the fourth with nobody on.

Heavy Hitters

Player—Team	G	AB	H	Pct.
Morse—Div. 3	2	1	1	1.000
Daerr—Div. 5	2	2	2	1.000
Burgess—Shops	1	2	2	1.000
Martin—Div. 3	5	4	3	.750
Espana—Vernon	3	5	3	.600
Broman—Div. 3	14	36	18	.500
Matzner—Div. 3	12	28	14	.500
Weir—Div. 4	11	22	11	.500
Lloyd—Div. 1	3	4	2	.500
Vauhn—Div. 4	2	2	1	.500
Berg—Div. 1	1	2	1	.500
Stevens—Div. 4	14	48	23	.479
Carpio—Vernon	14	46	22	.478
Smith—Div. 5	14	57	25	.474
Freivogel—Shops	12	39	18	.462
Kohler—Div. 3	8	11	5	.455
Duvall—Div. 5	3	11	5	.455
Canning—Virgil	4	9	4	.444
Ward—Div. 5	10	34	15	.441
Forman—Shops	10	30	13	.433
Schmidt—Div. 3	11	38	17	.421
Beckett—Div. 1	13	36	15	.416
Vance—Div. 3	9	31	13	.414
Means—Div. 1	13	39	16	.413
Rodriguez—Vernon	13	34	14	.411
Vance—Div. 4	14	44	18	.409
Carrillo—Vernon	13	50	20	.400
Triboulet—Div. 3	3	5	2	.400
Meek—Div. 3	6	20	8	.400
Saiza, J.—Vernon	12	28	11	.400
Baudish—Div. 4	11	24	9	.392
Pallas—Virgil	14	45	17	.388
Waggoner—Div. 4	12	34	13	.382
Hendricks—Virgil	12	32	12	.382
Burke—Div. 3	7	19	7	.368
Farmer—Shops	13	41	15	.366
Grubb—Div. 3	13	44	16	.364
Hancock—Div. 3	4	14	5	.357
Curry—Div. 4	14	52	18	.346
Crownover—Coach	12	29	10	.345
Dummer—Virgil	9	32	11	.344
Murray—Coach	13	35	12	.343
Lipscomb—Div. 4	14	50	17	.340
Davis—Coach	2	6	2	.333
McDermott—Virgil	2	6	2	.333
Spence—Div. 4	5	6	2	.333
Carter—Div. 4	8	27	9	.333
Landreth—Div. 5	14	40	13	.325
Stoner—Coach	13	34	11	.324
Quihuis—Vernon	12	32	10	.312
Gracin—Div. 4	13	39	12	.308
Braund—Coach	13	36	11	.306
Andrews—Div. 3	13	43	13	.302
Pierce—Coach	11	20	6	.300
May—Div. 3	6	10	3	.300



LARY Motorcade En Route to Catalina Steamer

SAILORS FOR A DAY

Baseballers and Friends Report Enjoyable Outing.

No Serious Cases of Mal de mer

SOMEONE once said, "there's nothing new under the sun," but Lary League baseball officials found a new way to present the Championship Trophy. On September 25th, through the courtesy of the management, the 124 players and their ladies enjoyed a free trip to Catalina. 791 other employes and friends, taking advantage of very special rates, went along. Fifteen Los Angeles Railway buses provided free transportation from the Divisions to Wilmington and return.

Midway on the voyage, Billy Vejar, the inimitable Master of Ceremonies, presented his troupe of talented vaudevillians. Dunson and Daniels led the show with banjo and guitar selections. Donna Lee Adams presented tap dance numbers. Catharine Van Riper, mistress of the Mirambaphone, gave an excellent performance, and Billy himself followed up with a lively Showboat Shuffle. Eleanor Magin presented an acrobatic dancing skit and Mary Lamb closed the show with a specialty toe dancing act. A boisterous applause was accorded the entertainers. The party then ascended to

the upper deck where Peter L. Adargo gave a well-received talk on Points of Interest and History of Catalina. Excellent ballroom dancing was also enjoyed.

Arriving at Avalon, the 915 par-

ticipants scattered to enjoy themselves according to their personal desires. Four hours later the steamer Catalina departed for the mainland.

Again in mid-channel, Maestro Billy Vejar called the guests together

*A slight fog obscures the handsome features of our baseball league officials—
Vice President K. E. Sloan,
and President Roy Platner*





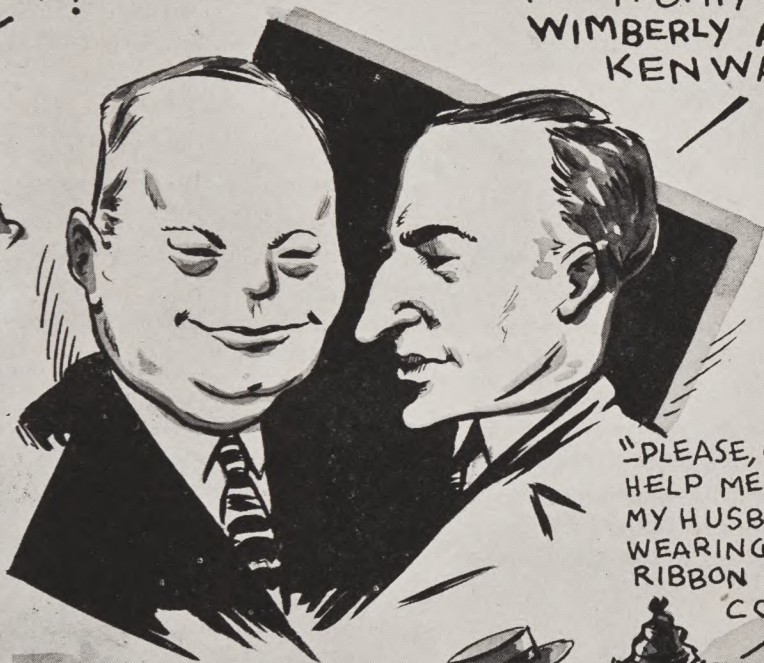
"OH THIS REMINDS ME - I FORGOT TO TURN THE WATER OFF IN THE TUB!"



ON HAND TO PRESENT THE TROPHY - MESSRS. WIMBERLY AND KENWAY



"HOW MUCH SPOT DO YOU GET?"



"PLEASE, COURIER, HELP ME FIND MY HUSBAND. HE'S WEARING A YELLOW RIBBON ON HIS COAT!"



TWO BELLS PHOTO-SNAPPER HOWARD L. JONES 'WHILE WE HAD PLEASURE, HE WORKED'.



KEN ROBEL ST - ABOARD S.S. CATALINA

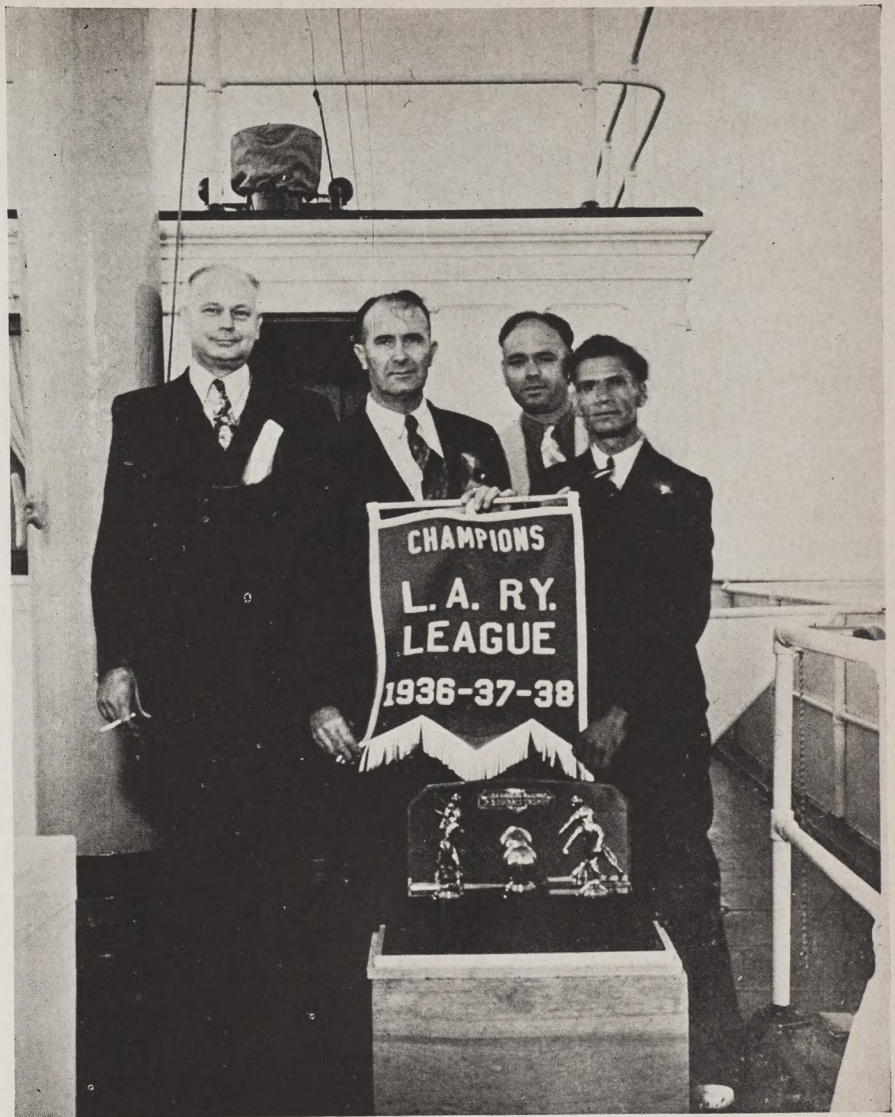
for the Trophy presentation. League President Roy Platner, on being introduced, presented his personal thanks to the Los Angeles Railway, the Veterans Club, and to Mr. Connors of the Wilmington Transportation for going to bat for the Lary Baseball League.

Mr. Eric Kenway, Assistant Superintendent of Personnel, acknowledging an introduction, promised to take a lesson in mass transportation next time; and in regards to Lary baseball, threatened to invoke an anti-monopoly law against the Vernon Champions. Mr. Kenway later conveyed President L. S. Storrs' congratulations to all Lary teams.

F. C. Patton, Superintendent of Motor Transportation, in his address assured the guests that it was lots of fun trying to figure out how many buses would be needed, but that he could not figure why he was asked to talk with a man on hand like Mr. Kenway, whose oratory and golf are both well above par.

Other short addresses were made by Foreman Jim Madigan of Division Five, L. E. Barkley, Past Commander of the Los Angeles Railway Veterans Club, and Ventura Saiza, Vernon Yard catcher.

Maestro Billy Vejar then introduced the main speaker of the occasion, Mr. L. L. Wimberly, Superintendent of Transportation. Mr. Wimberly said, "Folks, we have been picnicking since nine o'clock this morning and I have talked with many of you people, men and women, and yet until fifteen minutes ago I had not heard baseball mentioned. Evidently you have had your minds on other things today. . . . Mr. C. E. Morgan, Manager of Operations and I played in the first game of the season but were later taken out. I don't know the reason unless we were too old. We have the spirit, but our bodies just won't act. Mr. Morgan wanted me to tell you folks how sorry he is that he could not come with us today. He had planned on it until yesterday but things happened, which prevented his attending. To the teams who did not win the Trophy



Champions for 3 consecutive years, Vernon Yard ball team receives permanent possession of the Lary trophy. At the presentation we have L. L. Wimberly, Supt. of Transportation, Manager Capps, Billy Vejar and Captain Carpio

I want to say that I saw most of the games and it seemed to me that this past year was the most successful season we have had. All the teams seemed to take more interest in playing better ball. I am proud of each man of every team. I think someone should speak to the Vernon team, someone who can speak Spanish. . . . Their fielding, catching and batting is just too strong for the other teams. I want to congratulate them. They are wonderful players and I think the other teams are going to have a hard time beating them. Last year at this time I had the pleasure of presenting

the Trophy to them for winning in 1937. Now they have won it in 1938 and as they also won it in 1936, it is my pleasure to present them this Trophy to keep from now on."

Tendering the Trophy to Manager Capps of Vernon Yard, Mr. Wimberly continued, "Mr. Capps, on behalf of the Los Angeles Railway, I take great pleasure in presenting this Baseball Trophy to you and your men for winning the Championship of 1938. I also take pleasure in presenting it to you, not only to keep during the coming year, but as yours from now on for winning it

three years in succession. Congratulations."

Manager Capps thanked Mr. Wimberly in behalf of the Vernon Yard boys and the party moved to the ballroom where another excellent show under the direction of D. D. McClurg of Division Five was presented. Chuck Jones entertained with piano selections. Roy Blaize of South Parks Shops executed an original comedy skit. Mrs. D. L. Laird presented "Mountain Music" and three little girls offered Mexican songs.

The great pleasure boat entered the inner harbor. A half hour later the throng was clambering for the buses which were ready to receive it. In a surprisingly short time the party arrived home. Many will long remember that wonderful trip, the Lary ballplayers' outing at Catalina.

SOFTBALL NEWS

The Garage team, winner of the LARY Softball League trophy, was eliminated from the Hearst Softball tournament by the Master Linen team of Loyola Stadium by a score of 1 to 0. Spec Meadows on the mound for the Linens allowed 4 hits and struck out 14, while Lockeridge of the Garage struck out 12 and allowed 3 hits, one of these being a triple in the fourth inning with one out, the runner scoring on an outfield out with the only run of the game. No errors by either team. Lane of the Garage connected for a home run in the seventh which would have tied the score but was ruled back to 2nd base when the ball bounded into the crowd on the right field line. This

spectacular game was witnessed by 2500 fans.

In the first game of the Inglewood Invitational Tournament, the Garage defeated the Culver City Lions 7 to 1, Crawford starring for the Garage with a home run in the fourth inning with the bases loaded. In the second game the Garage took the Lawndale Merchants with a score of 6 to 2, Lockeridge connecting for a home run with two men on. This placed the Garage in the semi-finals with a chance to play off for the Hixor Trophy and the Championship of the Bay District. The outcome of this competition will be given in the next issue.

CHEST PLANS ANNOUNCED

THE "Two Bell" signal to go ahead will be rung October 1st for 18,000 volunteer field solicitors now being mobilized for the fifteenth annual appeal of the Los Angeles Community Chest. These volunteers will be under the leadership of Dr. A. H. Giannini, as Campaign Chairman, who has accepted the appointment.

Paul K. Yost, vice president of the Security-First National bank, has been given a fourth consecutive appointment as chairman of the establishments department. He will direct the solicitation of more than 75,000 executives and employes in over 2,000 major plants and concerns throughout the 488 square-mile Chest area.

Company-chairmen of individual plants are being named by chief executives to contact employes. President Storrs has advised the Chest that he will have his staff on the job shortly. Mr. Yost, in a statement to

colonels, majors, company-chairmen and other volunteers emphasizes the necessity of more generous giving this year and cites the financial crisis among the agencies the past year as evidence of the need.

"In the period from 1926 to 1938", said Yost, "population in the Los Angeles Community Chest area increased 41 percent. The number of subscribers to the Chest increased by 56 percent, but the amount of money raised for this year was one percent less than the amount raised in 1926. Needs of unfortunates have increased in proportion to population growth, and with less money, Chest agencies have been unable to keep up with the demands upon them.

"During the past year services of many agencies had to be curtailed; hundreds of applicants placed on waiting lists or turned away because of inadequate funds and understaffing. Some agencies, in order to

care for acute emergency cases, were compelled to incur deficits.

"While recognizing that conditions may have, in many instances, impaired ability to give, particularly among larger subscribers, the size of the average subscription from both large and small givers has shrunk. This may be attributed to the tendency on the part of subscribers to forget that their one annual subscription under the Chest system, has taken the place of 88 separate pledges to the individual agencies, the majority of subscribers now giving the same amount to the Chest that they would give to any one of the agencies, as was the custom prior to inception of the Community Chest."

In the coming campaign every effort is to be made to secure larger subscriptions payable in installments throughout the year, and more in line with what subscribers would give if approached 88 times during the year.

FULL CALENDAR FOR WOMEN'S CLUB

BY MRS. SHELBY BROWN

A very enjoyable time was reported by those attending the family picnic of the Los Angeles Railway Women's Club, which was held at Sycamore Grove on August 21st. An old-fashioned picnic lunch and dinner were, of course, the main features of the afternoon. Races and games were enjoyed by both adults and children for which prizes were awarded to the winners. Due to the illness of Mrs. L. B. Meek, who was to be general chairman for the day, Mrs. L. M. Coe was called upon to act as hostess in her absence. We wish to extend our sincere thanks to both Mrs. Meek and Mrs. Coe for their efforts in making this picnic a success.

The first of a series of monthly card parties will be held on October 13th, at 1:30 P. M., in Room 309 of the Los Angeles Railway Building, Bridge, Five Hundred and Bunco will be played. A charge of 15 cents per person is made in order to defray expenses for prizes and refreshments. All Club members are cordially invited to attend these card parties, and we will be especially glad to welcome and assist any new or prospective members to become better acquainted with our group.

A hard-time dance and Hallowe'en party will be given under the auspices of the Los Angeles Railway Women's Club on Friday evening, October 28th, at 8:00 P. M., in the Ballroom of the Pacific Electric Building. Music will be furnished by the Los Angeles Railway Band, and both old fashioned and modern dances will be participated in. The admission price will be 25 cents per person, and each ticket will bear a number which will entitle the purchaser to a chance on the door prize.

Prizes will also be awarded for the best costumes, both for men and women, so delve into your "rag bags" and offer some really keen competition. Don't forget the date—October 28th—as a delightful evening is assured for everyone.

A class in "Better Buying", under the direction of Miss Orpha Miller from the Board of Education, has been organized for Club members. The class will meet every Thursday morning from 9:00 to 12:00 in Room 309, Los Angeles Railway Building. Some of the aims and purposes of the course are as follows: To derive greater satisfaction from money spent; to foster better judgment in evaluating advertisements; to realize that price is not always a guide for quality; to recognize trade practices as such; to be able to use intelligently the help and services already available to the consumer; to learn to distinguish when a bargain is a bargain, and to learn to buy and not be sold. Every member should take advantage of this excellent opportunity which is offered to assist us in developing an increased respect for the business of home-making.

Club meetings will be held on the first and third Thursdays of each month. Interesting programs have been planned for the meetings on October 6th and October 20th, which will be held in Room 309, Los Angeles Railway Building, unless otherwise notified. Club activities are now well under way, so watch your monthly calendars, as well as your TWO BELLS, for important announcements.

JUSTICE DONE TO STEAK DINNER BY SQUARE AND COMPASS

By BILL LANE

After a vacation of two months, the LARY Square and Compass Club held their monthly meeting and banquet on Saturday evening, September 10th, at Von's Cafe, 9th and Hill Streets.

We had the largest turnout of the year. 62 of the members were present, and by the way they went after that steak dinner, I thought everyone had been on a diet during his vacation.

Among the celebrities present were those Supervisor Twins, L. P. Bean and Charlie Polchow, Kelly Holmes, Teddy Parsons, Fred Mellentin, Walter Whiteside, P. V. Mathews and Billy Shelford.

Our old reliable Phil Klingel-smith was also there with quite a red face which he claimed was sunburn acquired while prospecting at Catalina. It was more red than the hue acquired by Oscar Elrod, which was the Yosemite brand.

Brother Nelson looked quite gloomy because Dick Hoyle came in late and they could not sit together.

We have two other Brothers who are pairing up a la Mutt and Jeff. They are Alias Grettenberg and old Frank Ervin, the helper at Division 4.

Howard Babb was welcomed as a visitor. Howard is working for the Knudsen Dairy and is getting along very well.

Brother Billy Souther, who has been having hard luck lately, was elected as an honorary member of the Club.

Two live wire new members joined the Club, namely T. J. Watts and Billy Vejar, and they are welcome, we'll say they are. Billy Vejar started work right away planning a Vaudeville Show and Dance to be put on in the near future.

VISITING THE DIVISIONS



Division One

R. C. RUGGLES

The chief topic of conversation around our Division these days is the trip to Catalina Island on September 25th.

It is being given in honor of the Baseball Team and we are looking forward to a glorious day.

This seems to have been a month of minor accidents to employes and their families. Operator C. E. Green was called home on account of his son's eye being impaired by a sling shot. E. G. Conrad took a few days off to repair his house and fell off a ladder and hurt his foot and back. L. W. Kern takes plenty of punishment. First he was bitten on the finger by his dog, which caused an infection, then he hit the same finger while he was working around home.

E. G. Rehm and W. E. Bleile are in the hospital, having been operated on. Both are doing nicely.

W. A. Guthrie, D. E. Berri, and G. J. Stoddard are some of our men who are taking hunting trips.

E. W. Park took a two weeks trip into Oregon; R. A. Fuller on a trip to Indiana; J. D. Seckel to Ohio; and Inspector Acuff spent two weeks in Yosemite Valley. All report a good time.

Inspector Adams, who substituted for Inspector Acuff, was struck by an auto at Santa Monica and Western, suffering injuries to his head and leg.

C. W. McKellip is acting as flagman for 60 days.

O. H. Burton is the proud owner of a new Plymouth car, with all of the latest gadgets.



Electrical



WALTER WHITESIDE

The day that Charlie Kirkpatrick's vacation started, he jumped into his high powered "Sheriff's" car and headed for San Diego to visit with his friend Admiral Whoozis. While Charlie was away, T. B. McEntire took over his duties and it has been rumored that it will take Charlie a whole year to get things running smoothly again.

Jessie Howell didn't hook a thing except fish while vacationing at Big Bear Lake.

A. J. Helpes and A. Herring enjoyed a vacation of resting around the house, but Phil Klingelsmith just had to make that annual trip to Catalina. We don't know what the attraction is, but Phil can always be found there.

George Willson spent his vacation in and around Inglewood, with a few short trips thrown in for good measure.

E. C. Welch, after purchasing a new car, decided to spend his vacation making local trips.

After reading several magazines on the joy and art of mountain climbing, Russel MacMillan thought he would try it out. He picked one of the highest peaks in Colorado and after climbing 500 feet, decided it was too hard work.

Bob Bass hurried off to Detroit, and while there purchased a new car, driving back to Los Angeles in fine style via the middle route.

P. B. Maris, like Russel MacMillan, visited the great state of Colorado, but he left out the hard work of mountain climbing.

Virgil & Santa Monica Coach



D. S. COBURN

On Saturday, Sept. 17th, E. B. Logsdon's Group entertained their families at a weenie bake at Cabrillo Beach.

At 5:00 P. M. two special coaches left Virgil Garage with the families of those near this division, and one coach well loaded with everything necessary to satisfy the hunger of about one hundred people.

A short stop was made at the 54th Street Garage to pick up those who live in the south part of town. The coaches then continued on, arriving at the beach about 6:30 P. M.

No time was lost in getting the fires started and the food on the tables, and in an almost unbelievably short time everyone was enjoying the finest feed anyone could ask for.

After eating, the entertainment under the direction of George Stanford included a husband calling contest for the married women and a number of games on the sand in which everyone could participate.

The weatherman decided the time of departure, for at 10:00 P. M. it started to rain and the coaches were hurriedly loaded and homeward bound before anyone got very wet.

During the ride home everyone sang or attempted to do so. So by all indications, all that were there had a very enjoyable time, and we all express our thanks and appreciation to the management and those who gave their time and services in making the outing a success.

E. B. Logsdon's Group is showing a decided improvement in their accident record, perhaps it was the weenie bake.



BESIDES MY ALIMONY, SOCIAL SECURITY, INSURANCE AND RENT, MR. FINN, I'M FEEDING A TAPEWORM !!

I'M HAVING MY DESK REFINISHED.

LEGIONAIRE NAMED MANNING. GOT STARTED PARADING DURING THE CONVENTION AND NOW HE CANT STOP.

BEVILACQUA CAN'T DO A THING WITH THEM. THEY STRUCK GOLD!

A. RAILWAY CO. TRACK DEPARTMENT

Guy Gilford



Division Three

On September 12th, Los Angeles turned out to give "Wrong Way" Corrigan the greatest home-coming reception ever given a citizen. Many thousands of people were at the airport and along the route to the City Hall, while the downtown streets were badly jammed with humanity eager to honor and get a glimpse of the man who flew to Dublin instead of to Los Angeles.

Not having a "PLANE," nothing but a street car, "WRONG WAY" Barnett did the best he could. Mr. Barnett had a run which pulled out of the barn and was to go to York Blvd., but instead of going in that direction Mr. Barnett headed straight for the Rimpau end of the line. Things were going fine until he reached Burlington Avenue where a supervisor approached him and wanted to know what he was doing there at that hour of the day. Upon looking at his schedule he discovered his error, and said "Well, I guess Corrigan hasn't anything on me." As soon as the committee has completed arrangements for the receptions, they will be posted!

Having one week vacation, but considering that not enough, Conductor Ira Gott and Clerk Guy Parson secured an additional week and they, with their wives and children, and that old time fisherman ex-conductor M. F. Fury and his wife and brother, went to Convict Lake up in the High Sierras, forty miles beyond Bishop, for a two weeks outing. It was very cold, almost freezing at night, and this during the month of August. Fishing was rather good and they had all they could eat all the time, but the usual had to happen. Ira says he snagged the largest one he ever saw, but not having a net, it got away.

During his recent vacation, Motorman H. H. Baxter went down to San

Diego to look things over for a few days. He says he took a number of rides on their street car system and noticed a number of things in their operation and paying of fares that differed from those in use on our system. While watching their cars, one went dead. The motorman, inspector and several others were working on it but could not locate the trouble. Mr. Baxter introduced himself to the men, told them he was a motorman on the Los Angeles Railway, and with their permission would gladly locate the trouble for them. He crawled under the car and after a few seconds had things moving again. Many thanks were showered upon him for his knowledge of this type of equipment. In the street car business, as in any other, it pays to "know your onions."



Division Five

FRED MASON

With the big event of the month, the general choice, over, we can settle down and get back to normal. While there were new schedules on Lines "F", "V", "5", "8" and "9", the general run of things found the boys staying on the lines they had been working and many of them bidding right back on the same runs. Conductor Roy Platner was about the only one who did not get things straight the first week, but he's all right now. It appears that he and Conductor Doyle McClurg had some business to transact downtown on the Thursday following the date the new runs went into effect, and Roy came into the barn around 10:00 A. M. that Thursday and inquired after Mac. He then discovered that he had missed out as the run he had bid in had Friday off, not Thursday.

The vacation season, that is for those who like to take long vacations, seems to be over and we find several of the boys back on the job and talking about their trips. Motorman S. B. Smith and his wife are back

from a thirty day vacation, having motored to Winnipeg, Canada, taking in Yellowstone Park on the way up. They stayed with Mr. Smith's brother in Winnipeg and met many old friends in that city. Incidentally, my wife and I met them there too.

Motorman Ernest Rhodes is also back on the job after two months spent in and around Winnipeg, Canada. Both Mr. and Mrs. Rhodes report a fine trip and a very enjoyable vacation.

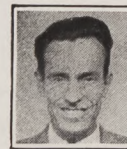
Motorman G. H. Johnston got back in time to get into harness for the American Legion Convention after spending a fine vacation in Seattle, Washington.

Motorman George Schultz has forsaken the controller for a watchman's clock and is now working in the capacity of watchman. Good luck to you, George.

Another old timer, Louis Larsen, who left us some years ago to work in the Lost Article Department, has been placed on the Pension Roll. Louis is going to do some ranching around Riverside and here's hoping he will find time to drop in once in a while and keep his hand in at Pinochle.

Talking about Pinochle brings back to mind that Conductor Myron Taylor is running a Pinochle School. Motorman "Buster" Strain can furnish all the information regarding it. It seems that if you follow Taylor's system you can't possibly win.

We are very glad to report that our Superintendent, Mr. B. B. Boyd, is up and around and hope that 'ere long he will be back on the job.



Shops

F. ARLEIGH FRAZIER

Hello folks, your correspondent is again making copy for Two BELLS and mighty lucky to be able to. Jack Bailey certainly put out a dandy and interesting column for which I thank him greatly. Also, my thanks

to all the boys for their thoughtfulness and well wishes during my illness.

The aroma from Art Perez's lunch became stifling one day last week and he didn't eat for he had brought his brother's fish catch (which in the mean time spoiled) instead of his nose bag. Take a peek first, Mr. Perez, be sure instead of hungry, or else have wifey write your name on the bag.

A real vacation, a rest up, is the way in which I. Mendoza passed those seven fastest moving days in the whole year. Oh, he utilized his time by swatting flies. He sat in a nice easy chair and hit every fly that came within reach. One day he got homesick and visited the Shops.

Harry Longway made up his own caravan and sailed away to Catalina, so we know his vacation was enjoyed.

The northern lands beckoned to Jack Bickford and, of course, traveling across the Bay bridges had to be included.

C. E. Green took an easterly direction in search of good roads and beautiful scenery.

Please watch for a bargain in the "Want to Sell" column; namely, Vic Lee has a pair of blue denim pants he wants to sell before he loses money on them.

D. C. Rinehart took an extended vacation into Canada to visit relatives. It was the first time he had had off in many years. After traversing many miles, and just before reaching his destination, he made a quick turn of the wheel and hit a telegraph pole, breaking his left ankle in three places. He came home by train with his ankle in a heavy plaster cast and is still at home. Better luck next time.

The south side is collecting trophies starting with the cup won at the Picnic for their proficient soft ball playing. Griff, of the Winding Room, won a beautiful prize by simply holding the right ticket number.

Canada was the sojourning place of L. A. Taylor while on vacation.



ELEANOR MARLENE SHORT
2-year-old daughter of Motorman
and Mrs. O. Short (Division 5)



F. F. ROBEY

Division One

Earl Skinner and his wife spent a week-end at Lake Arrowhead.

After returning home from a month's vacation in Missouri, J. Simmons bought a Dodge sedan.

"Lee" Sherrill reports a bumper crop of "cottontails" on his ranch.

Division Two

Inspector E. R. King was absent a few days on account of sickness—just a reaction from his vacation.

W. S. Cohn is enjoying his vacation. On the first day he went dove hunting and actually brought them home.

Mr. H. N. Hunt and J. Misko have been transferred to Department Two—and are learning how hot it can get in Vernon Yard.

Our General Foreman, Mr. W. T. Brown, has been on the sick list the past three weeks, but we hear he is getting better and hope he will soon be back with us.

Division Three

The new walks at the back of the

barn surely are swell and appreciated by all.

Fred Keller was off for several weeks, a couple of which he spent in the hospital, but is back on the job again.

H. Wescombe returned from Canada without any fish stories. He got only a tan—and the thrill of forest fires.

G. Treneer caught a nine and a half pound Barracuda and now he wants to go fishing all the time.

Al Wolpers spent his week at Yosemite.

C. Merrill spent his vacation frolicking at Hermosa Beach.

Phil Lathrop has moved to La Crescenta—going up in the world.

Division Four

The office personnel of Division Four wishes to express their appreciation for the wash basin which was installed in the office recently.

Charles Furrer informs us that he is "Grandpa" again, a girl this time, born to his older daughter, Helen, on August 18th.

George Smith and his family spent an enjoyable week in San Francisco. A broken axle marred the homeward trip somewhat, but the "V-8" just can't be stopped.

L. A. McDonald and R. Bath returned after a week of rest.

J. J. Tolin is in Denver to claim the legacy that his Aunt Louella Smith bequeathed him, consisting of 40 acres of irrigated land 15 miles southwest of Denver and a 5-room home on Gilpin St. We fully expected to lose the head janitor, but he states he still loves his work and with the permission of the Company, he still expects to remain on the job.

Division Five

Mel Graham was involved in an auto accident the night of the 14th and the Ford will have to have a general overhaul before it is in running shape again.

(Flash). A. Duncan and J. Sottile had watches on Inspection day.

Tom Cosgrove went to Yellowstone Park on his vacation.



Division Four

C. J. KNITTLE

"Pat" Stevers, operator and manager of Division 4 Baseball Team, was lounging hereabouts September 3rd when a trainman approached him with a glittering idea:

"They tell me your team will replay a protested game with Division 3 tomorrow," said the trainman.

"That's right," replied Pat.

"And if Division 3 wins they get one more chance to beat Vernon Yard for the championship," added the trainman.

"That's true," answered Pat.

"But if Vernon Yard beats Division 3 in the play-off it will be their third consecutive championship season and the Trophy becomes their permanent possession," continued the trainman.

"Yes," agreed Pat.

"Well, don't you think, since Division 3 has defeated Vernon twice this season, it would be more decent of Division 4 Team to let Division 3 outscore them tomorrow so they can play Vernon again and probably 'rescue' the Trophy?"

"No, I don't!" exploded Pat, "My men have put their finest effort into every game this season. When we lost, it was always to a better team, and we'll lick Division 3 tomorrow unless they play a better game."

That was Pat's idea of sportsmanship. As the figures show, Division 3 lost their chance to win the championship next day. Division 4 took the game 25 to 4.

"Can you give us some figures on how the Lary Four Credit Union is doing?", we asked Treasurer L. D. Gordon a few days ago. This organization, as many of you know, is a unit of the Federal Credit Union section of the Farm Credit Administration. It is capitalized entirely by the selling of \$5.00 shares to its members, fifty shares being the limit to any one investor. The dividends

on shares sold is expected to range from 5% to 6%. Aside from promoting thrift among its members, the Credit Union creates a source of credit for loans for provident or productive purposes. Treasurer L. D. Gordon answered our query with the following data:

"The Lary Four Federal Credit Union now has over 200 members. \$1440 has been deposited and 44 bona-fide loans totalling \$1195 have been made. Several applications for loans are pending. The shares are selling satisfactorily and Mr. Samuel X. Mitchell, Supervisor for the Federal Credit Union section of the F.C.A. has checked our books carefully and declared the organization to be functioning satisfactorily in every way."

Our best wishes for a quick recovery are offered to Operator H. W. Clark, whose two little daughters, Corinne Ann, 6, and Patty Lou, 4, were stricken with pneumonia on September 13th and removed to the Childrens' Ward at General Hospital the following day.



16th Street Coach

CHARLES H. HARDY

Among the vacationists we find C. W. Agard who spent his time around Idaho catching fine big Rainbow trout in the Lost River. L. E. Woodworth visited San Antonio, Texas and keeping an eye on transportation, reports that we have better service and lower fares. However, their 70 pound watermelons are really an inducement to make the trip. Howard Lehnhart took his family to Big Bear where they enjoyed the outdoor movie sets. L. N. Kelley visited Colorado. B. L. Hartsell went up north into the deer country in British Columbia. While up there he saw a sign warning the deer hunters, which read something like this, "Don't shoot at anything unless it moves. It might be a W.P.A. worker."

O. Koonse, who has enjoyed a lot of good deep sea fishing and boating this year, ran into difficulties the other day. Near Catalina the anchor was cast overboard and as it was not tied to anything at the time, it is probably still at the bottom of the ocean. Later on the fuel supply became exhausted, and until help arrived the boat was kept off the rocks by one of the boys who used his feet to push it clear.

Jimmy Kresge's amateur heavy-weight, Jack Williams, won the Pacific Amateur Heavyweight Championship in San Francisco recently. He now expects to turn professional.

Word was received of the death of Wilbur Morse who was well known to most of the old-timers around the Coach office.

A 20-foot cabin sloop Class race from San Pedro to Catalina was won by L. Fuller. Several boats from Balboa, Long Beach and Santa Monica were entered in the race. Fuller won by 35 minutes in weather that was exceptionally foul.

GARAGE

Others have been taking time off, but not for pleasure. At the time of this writing Clyde Nunn was due for an operation for appendicitis. J. H. McCornack was laid up with a not too clearly defined condition affecting the nerves and muscles of his back. F. Delight and E. Webb were beginning to navigate under their own steam and are expected back soon. A. Goodlow of the Wash Rack was operated on for appendicitis the day his wife presented him with a baby daughter. However, father, mother and baby are doing well.

We are told by those who get up early that it is an inspiring sight to see Wally Weberg walking the dog at dawn. Speaking of dogs, considerable barking was heard after Bill Bates made a meal of dog food which his garage pals had led him to believe was a new kind of cereal. Bill claims that it was quite tasty.



L. F. SPARKS

Scribe Sparks' distinguished features will adorn this column next issue.

Caryll Thompson spent a belated vacation at Blue Lake in Alpine County. Came back with the usual brags of 18 inch cut-throat trout.

Austin Fleetwood spent only half of his vacation in his regular vacation haunt, i.e. Vernon Yards. The balance of his vacation was spent in Northern California visiting his old home and neighbors.

Charles Kincaid took in the natural wonders of Yosemite and the man-made wonders of Frisco. Johnny Teegarden also took in the sights of Frisco.

Our blacksmith, Frank Hall, is just a playboy at present, as he managed to get a broken finger on the trip-hammer and now is enjoying the Indian Summer weather.

Ed (Mac) Cavanaugh is still off duty and under the Doctor's care. While he shows a marked improvement, it will be some time before he can return to work.

Dorsey Fullbright spent a week having his tonsils removed. During that time he had several invitations to dinner but thinks it was a put-up job.

Sunday the 25th marked a red letter day for the baseball players and fans. Not only was a pleasant trip enjoyed by all, but the Vernon Yard team got a special treat by being presented with the P. B. Harris Trophy for their permanent possession.

ORCHESTRA BUSY

The Lary Orchestra has been seeing lots of action since the last issue of TWO BELLS. On Saturday, September 10th, they were engaged to play at the Breakfast Club on Riverside Drive. There was a good crowd in attendance to trip the light

Accident Decrease Shown

ACCIDENTS PER 10,000 MILES RUN

AUGUST 1938

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

DIVISION 4	THIS MONTH	XXXX	3-3
	LAST MONTH	XXXX	3-7
DIVISION 1	THIS MONTH	XXXX	3-3
	LAST MONTH	XXX	3-0
DIVISION 5	THIS MONTH	XXXX	3-4
	LAST MONTH	XXX	3-0
DIVISION 3	THIS MONTH	XXXX	3-5
	LAST MONTH	XXXX	3-9

fantastic to the strains of their modern music. They evidently satisfied the crowd, for they were called for a return engagement on the 15th of October. Before the present issue is published, the Band will have had the distinction of having marched and played in the big American Legion parade under the sponsorship of Legion Post No. 541 of the Los Angeles Railway.

Incidentally, many of you remember the big Dance put on by the Orchestra last year, and I am told that the Second Annual Dance this year is going to be bigger and better than ever. It will be held on November 5th at the Royal Palms Hotel at 360 South Westlake Avenue. There will be lots of prizes given away and if you want to have a very good evening of fun, just spend 35 cents on a ticket to this dance.

The orchestra, at the present, is open for a good saxophone player

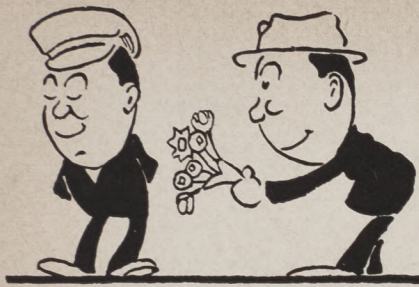
and trumpet player, so if you can play either of these instruments, come down to 649 South Central Avenue, (across from Division 1) and try out on either Tuesday or Friday of each week.

TRADING POST

WANTED TO RENT—2 bedroom house with back yard, must be in good condition. In vicinity of Barn No. 3—Chas. H. Lewis, 4922 Aldama St., Highland Park, Los Angeles.

FOR SALE—22 ft. Cabin Cruiser 6½ ft. beam, just overhauled. Star motor in good shape. \$250 cash.—F. Epp, No. 767 Wilshire Operator or call JE 7723.

“Stand behind your lover, false woman” thundered the Scotsman, “I’m going to shoot you both.”



PATRONS

"OUTSTANDING IN COURTESY" ..

"This is a word of appreciation of Motorman 229 (W. A. Clark, Div. 3) on the 'W' car line.

"In the middle of the afternoon of September 6th the crowded conditions on a westbound 'W' car due, probably, to a blockade, were almost intolerable. However, the attitude of the motorman was so outstanding in its courtesy, alertness, poise and unflinching good humor that a situation replete with discomforts was changed into a really delightful experience. People were laughing instead of 'grouching.'

"You are to be congratulated in having such a man in your employ."

MRS. ANTOINETTE LAMOREAUX,
1945 Harcourt Ave., Los Angeles.

"UNUSUAL SITUATION"

"May we take the liberty of calling your attention to an incident in which I am sure you will be interested.

"In coming home to Los Angeles from Wilmington last night we ran out of gas at about 2 miles from any gas station open at the time. We began walking back to secure some gas at the station, by way of the 'thumb route', but without success. Then, entirely unsolicited, a gentleman stopped, took us to the gas station and back to our car, and waited until we were safely on our way again.

"Later we learned that this gentleman was (E. J. Randles) a driver of one of your motor coaches, working out of Fifth and Hill Streets, and carries Badge No. 713. We offered to pay him for his time and trouble, but he refused to accept anything, saying that he was glad to help out.

"We felt that such an act of courtesy and kindness as this should not go unnoticed, and are happy to tell you of it. Although Badge 713 was not on duty at the time, we are sure he carries these same characteristics over into his work from day to day. And if most of your employes are like this, then surely it speaks highly for the personnel of your organization."

HARRY O. HARPER,
Asst. Supt., Mexican Missions,
1510 N. Main St., Los Angeles.

"WE ALL LIKE HIM"

"I am writing you in regard to bus driver No. 284 (C. F. Stansbury) who is on special bus on Tuesday and Friday nights, parked at Alvarado and Beverly for the 'I Am' students when meeting is dismissed.

"I congratulate the company on having in its employ this fine young man, known only to me as bus driver 284, as shown on his cap.

"He is very pleasant (greeted us always with a friendly smile) courteous and always considerate of his passengers in every way, yet looking after the company's interest too, at all times.

"There are hundreds of 'I Am' students that use the buses on Tuesday and Friday nights especially, and we are asking as a special favor to us that the company keep this bus driver 284 on this line as long as we use the bus or as long as he wishes to stay.

"If you will be kind enough to do this, we surely will appreciate it and thank and bless you forever.

"We all like him."

"The other bus drivers are o.k. but we especially like 284, so please let him stay. Thank you and God bless you."

MRS. ELIZABETH PETTIT,
1402 S. St. Andrews Pl., Los Angeles.

"ACTION LENDS COURAGE" . . .

"On the night of July 11th about 8:15 p.m., I was at the corner of 11th and Figueroa Streets, having walked the streets all day looking for a job, being unsuccessful, also broke, very tired, hungry and anxious to get home. After considerable deliberation with myself I mustered the courage to board a 'W' car and explain my predicament to the conductor. What impressed me was his attitude toward me. Did he say 'I can't ride you for nothing,' or 'have a seat.' No! With a smile of sympathy and understanding he handed me a token to pay my fare with. As a man is judged by worldly standards, I don't amount to much, but that young man's face is etched upon my heart, for he not only gave me a token, he gave back to me my faith in humanity, made me realize that every one isn't cold-hearted and thinking of his fellow-man in terms of just what he can get out of him. In other words, his

action gave me the courage to try again. As a rule, I don't like to write letters, but this is one time I really enjoyed writing one.

"Am enclosing a token. Please return it to No. 1602 (W. C. Litzinger, Div. 3) with my heartfelt gratitude."

THOS. A. WIDENER,
4827 Pickford St., Los Angeles.

"PATIENCE APPRECIATED"

"Just a word in praise for Operator 2550 (E. A. Burgess, Div. 4) whom I observed last week on one of the new cars on the Pico Line.

"His courtesy and patience in directing an elderly, hard-of-hearing gentleman deserves commendation. Also his distinct calling of the street stops was most helpful to others on board.

"May I send him best wishes and personal thanks?"

BOBBEE ENDRESS,
Merle Norman Studio of Cosmetics,
2677 E. Florence Ave., Huntington Park.

"A CREDIT TO THE SERVICE" . . .

"May I call your attention to Conductor 2436 (L. E. Barnett, Div. 5) on 'V' car No. 922.

"He was most courteous—gave clear, explicit directions to five persons while I was on his car; reminded passengers where to get off; assisted a crippled woman to alight. He is a credit to the service."

EMMA B. HARRIS,
2511 W. 18th St., Los Angeles.

"GENTLEMANLY CONDUCT" . . .

"I have occasion to ride your coaches quite often, and was so impressed by one of your drivers yesterday afternoon; his cap bore the number 799, (E. S. Johnson) and he deserves a great deal of credit.

"He called, in a clear voice, all the stops, which so many never do. I have been taken past my stop so often and, as I am 69 years old, do not appreciate walking back. This particular driver always had a smile.

"Again I want to thank him for his gentlemanly conduct, and wish more of your men would take a lesson from 799 on the Western Avenue line."

MRS. AGNES ULLERY
2806¼ 7th Ave., Los Angeles.

PLAUDITS



FROM OUR MAIL SACK
ALSO COME LETTERS OF
COMMENDATION FOR:

MOTORMEN

P. Sciffo, Div. 1
P. J. Bowsby, Div. 3
L. S. Wilmore, Div. 5
A. E. Seyers, Div. 4
G. E. Thomas, Div. 1
L. F. Robinson, Div. 4
R. J. Wiweke, Div. 3
J. A. Wear, Div. 5
F. Hetze, Div. 3
S. L. Brag, Div. 3
D. W. Norris, Div. 5
U. E. Dunn, Div. 4
F. W. Taylor, Div. 5
M. L. White, Div. 3
J. R. Edgington, Div. 4
F. Lyle, Div. 5
M. J. Storer, Div. 4
P. McGrory, Div. 4
W. D. Nickell, Div. 4
M. L. Hersom, Div. 3
A. R. Burk, Div. 1
E. J. Barney, Div. 5
C. C. Burnett, Div. 3
E. R. Jones, Div. 3
J. F. Kohler, Div. 3
M. D. Porter, Div. 3
C. E. Benedict, Div. 3
D. K. Powell, Div. 3
C. H. Hadley, Div. 3
C. R. Bentall, Div. 3
W. C. Steele, Div. 1
H. Reinink, Div. 4
E. M. Stewart, Div. 3
E. R. Craft, Div. 4
G. F. MacMillan, Div. 4
H. M. McBride, Div. 5
W. E. Richards, Div. 4
J. W. McKeown, Div. 4
T. W. Spurgeon, Div. 1
M. H. Steele, Div. 4
H. W. Gilbert, Div. 4
E. G. Humberger, Div. 4
W. G. Light, Div. 4
L. L. Leasman, Div. 4
S. L. Wickham, Div. 4
F. E. Swab, Div. 4
H. Stewart, Div. 4
F. H. Busse, Div. 4
F. B. Moreland, Div. 4
F. R. Brown, Div. 4
L. F. Auker, Div. 4
B. B. Pontius, Div. 4
W. J. Gracin, Div. 4
F. D. Connolly, Div. 4

J. C. Baldwin, Div. 4
H. Berry, Div. 4
J. R. Howard, Div. 4
H. F. Ludwig, Div. 4
F. W. Lockett, Div. 4
L. R. Thompson, Div. 4
J. M. Click, Div. 4
R. T. Gamble, Div. 4
R. H. Minniear, Div. 4
C. Gordon, Div. 4
F. F. Favour, Div. 4
H. W. Clark, Div. 4
W. F. Hudson, Div. 4
E. B. Weaver, Div. 4
L. Clark, Div. 4
J. I. Webb, Div. 4
L. S. Bradt, Div. 4
J. J. O'Donnell, Div. 4
R. E. Parsons, Div. 5

OPERATORS

C. G. Austin, Alvarado
W. Maher, Jr., Wilshire
M. M. Stoner, Alvarado
L. A. Burns, Alvarado
R. Perlman, Beverly and Fairview
F. D. Odom, Normandie
J. J. Cawley, Florence-Soto
W. K. Hayes, Highland Park
R. W. Acres, Florence-Soto
H. Evans, Washington
A. Coplan, Jr., Florence-Soto
B. P. Nicholson, Alvarado
J. J. Dias, Florence-Soto
W. J. Ballard, Alvarado
V. L. Tunnell, Alvarado
R. C. Triplett, Alvarado
A. J. Reich, Alvarado
J. H. Richards, State-Southern
G. D. Bronson, Wilshire
M. H. Fisher, Beverly
G. E. Blakeslee, Figueroa
W. A. Knight, Sunset
O. R. Jordan, Sunset
C. A. Leighton, Sunset
W. Bishop, Western
J. Rash, Crenshaw-Vine-LaBrea
W. S. Miller, Western
E. P. Dodd, Western
W. J. Newell, Vermont-Glendale-Riverside
W. M. Lewis, Extra
W. L. Turner, Extra
G. M. Congdon, Extra

CONDUCTORS

D. E. Hughes, Div. 4
R. O. Ackerson, Div. 5
L. T. Frise, Div. 4
V. L. Stanley, Div. 1

G. E. O'Bar, Div. 1
M. C. Perl, Div. 1
E. G. Rehm, Div. 1
F. M. Ludwig, Div. 5
L. E. Thompson, Div. 5
L. F. Beeson, Div. 4
C. W. Aen, Div. 3
I. Gasparro, Div. 3
O. D. Kaiser, Div. 5
C. W. Burnett, Div. 5
H. D. Grush, Div. 3
S. R. Leckey, Div. 3
H. E. Schultz, Div. 5
W. B. Mills, Div. 5
G. F. Ritter, Div. 5
W. V. McCafferty, Div. 1
L. E. Vickrey, Div. 3
W. Lane, Div. 5
L. P. Larsen, Div. 5
R. E. Johnson, Div. 1
J. Markano, Div. 5
W. C. Skinnell, Div. 5
G. J. Bannister, Div. 5
H. L. DeuPree, Div. 3
W. H. Clayton, Div. 3
D. S. Timmons, Div. 3
J. W. Kasbeer, Div. 3
F. V. Thomas, Div. 3
C. C. Dalzell, Div. 3
O. H. Smith, Div. 5
F. H. Duncan, Div. 5
A. E. McGown, Div. 3
W. B. Tyson, Div. 3
I. C. Hays, Div. 3
T. C. Isbell, Div. 3
P. F. Snyder, Div. 3
H. D. Plank, Div. 4
F. W. Baker, Div. 5
H. F. Keiser, Div. 1
J. L. Williams, Div. 1
W. A. Henslee, Div. 1
E. V. Athenous, Div. 1
D. W. Tinsley, Div. 1
J. J. Ebert, Div. 1
O. Daniels, Div. 1
C. W. Brown, Div. 4
A. S. McFarland, Div. 4
C. C. Dotts, Div. 4
D. E. Blevins, Div. 4
L. J. Cassidy, Div. 4
D. J. Catlin, Div. 4
L. A. Bagley, Div. 4
C. E. Kriss, Div. 4
R. Chase, Div. 4
L. O. Eide, Div. 4
T. D. Starks, Div. 4



Los Angeles Railway

