

TWO BELLS



COLISEUM SCHEDULE

1939

Sept. 29.....U.C.L.A. vs. Texas Christian	Nov. 4.....U.C.L.A. vs. California
Sept. 30.....U.S.C. vs. Oregon	Nov. 11.....U.S.C. vs. Stanford
Oct. 7.....U.S.C. vs. Washington State	Nov. 18.....U.C.L.A. vs. Santa Clara
Oct. 14.....U.S.C. vs. Illinois	Nov. 25.....U.C.L.A. vs. Oregon State
Oct. 15.....Loyola vs. St. Mary's	Nov. 30.....U.C.L.A. vs. Washington State
Oct. 21.....U.C.L.A. vs. Montana	Dec. 2.....U.S.C. vs. Washington
Oct. 28.....U.C.L.A. vs. Oregon	Dec. 9.....U.C.L.A. vs. U.S.C.

Vol. 20

AUGUST

No. 7

TWO BELLS

DIVISION SCRIBES

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VOLUME 20

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NUMBER 7

NO MOVIE STAR—BUT HAS HE GOT FANS!

WHEN a man compels the attention and respect of others, when his personality is such that others find pleasure in even a casual meeting with him—how does he get that way? Because he has an unusual brain, because of his fine physique, his compelling voice, his distinctive features?

Maybe. Not being a psychologist we wouldn't know. But we DO know a man can be a leader and gain the trust and confidence of others WITHOUT being unusual or outwardly striking in any way.

We know this not from hearsay but from personal observation while riding on a "W" car one afternoon about ten days ago. Getting on the car we were greeted by a comradely grin when we showed our company pass.

"Any seat in the house for the same admission price!" said the conductor with a flourish of his arm.

"Pleasant guy," we thought and proceeded to deposit the frame in a convenient seat near the door.

At the next stop a pudgy fellow, whose diameter through the waistline was slightly greater than his height, boarded the car, mopped his perspiring face and wheezed, "Whuf! What a day, Bill!"

"Been saving that seat next to the window for you, Mr. Casey" said the conductor, "You'll cool off in a hurry over there."

As the conductor, whose name we gathered was Bill, reached for the bell cord, we spotted a woman, laden with bundles, waving frantically from the curb, unable to reach the safety zone because of automobile traffic. Bill saw her at the same time and delayed pulling the cord, thereby losing the light. His reward came, however, in the profuse thanks of the woman, whom Bill apparently remembered, as he asked after the health of the little girl who usually rode with her.

"Bill", we thought, "It looks like you're really doing a job on the rear end of this eight wheeler."

Thereafter, editors being notorious eavesdroppers, we watched and listened to Bill and his approach to passengers as they boarded the car. A surprisingly large number nodded and spoke to him, many calling him by name.

To everyone, Bill maintained an unflinching courtesy and by a smile and, when occasion permitted, a word or two, indelibly impressed himself upon nearly every patron who entered his car as an INDIVIDUAL, not just a man in uniform who took fares.

We hear a lot about courtesy and its importance in our business, and we also know it's sometimes plenty hard to practice it every minute of the working day. But here was a man to whom it was second nature to be considerate and who obviously couldn't or wouldn't handle his job any other way.

We thought as we watched him that his methods were certainly paying dividends to the company and himself. As far as he was concerned it must have been a real satisfaction to be greeted with the obvious friendliness shown by so many of his passengers and undoubtedly made his job more pleasant.

From the company's standpoint, he was worth his weight in gold and no mistake, even if he can't be paid off on that basis. In these competitive days, any employe who can win friends for his employer is worth going a long way to find and to keep.

Bill, we noted, was smaller than average, slim, weighing perhaps 140 pounds and undistinguished as to facial characteristics.

But we thought to ourselves as we swung off, "Bill, you've got 'IT' as much as Clara Bow ever did, if 'IT' means the power to attract others. If the rest of us come somewhere near handling our jobs as competently as you're taking hold of yours, this company ought to go places."

We'd like to give Bill's correct first and last name here as we took his cap number and looked it up, but figured he might not care for the publicity. In any case if he reads this he'll know we agree with his passengers that he's okay.

THE ads reproduced on this page are the third and fourth of a series now running in 67 community papers. Their purpose, as announced last issue, is to acquaint our riders with the valuable services rendered to the community by our company.

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Nearly A MILLION

YES...nearly a *million*.

As a taxpayer, the Los Angeles Railway pays nearly a **million dollars** a year for City, County, State and Federal taxes.

As the payer of nearly a **million** dollars each year, Los Angeles Railway helps each individual taxpayer just that much.

If there were enough corporations paying as much as Los Angeles Railway in Los Angeles, our taxes would be a pleasure instead of a burden.

Last year's taxes were in excess of **nine hundred and twenty-five thousand**, and that's near enough to a cool million so that most of us wouldn't know the difference.

A good big slice of this tax bill goes for Social Security and State Unemployment relief, and that helps all along the line.

Quite an asset to any city... All of us in Los Angeles would go a long way to get another business that pays nearly a million in taxes to locate here.



FRESNO

TWO HUNDRED Miles

200 miles is a long stretch... about 8 hours by train or 6 hours in a fast car.

And yet the Los Angeles Railway has paved and maintains an area equal to nearly **two hundred** miles of highway, sixteen feet wide, **without a penny of cost to the taxpayers.**

This imaginary roadway, if headed north, would take us to the outskirts of **Fresno**, and if it ran south would bring us beyond **Caliente**, down in old Mexico.

The pavement laid and maintained by the Los Angeles Railway is, of course, between and along the sides of its tracks.

Quite an asset to any city... All of us in Los Angeles would go a long way to get another business that would reduce taxes by the amount of cost involved in this great amount of paving and maintenance.

CALIENTE



TAXIS AND TAXIMEN

The Fourth in a Series of Interviews With Outstanding Los Angeles Organizations



The Los Angeles Railway has certain operating policies which it believes employes must adhere to if we wish to make the most of our jobs. This series is presented in the belief that the policies and methods of other large companies toward encouraging employe success will be of interest. So far these methods have been strikingly similar to those in effect on the Railway. Feeling that the experiences of our fellow transportation specialists in the Yellow Cab Company would be of particular value we asked them for their views. Our thanks are extended to them for their friendly and very helpful cooperation.—Editor's Note.

WHEN a man first makes an application for work at the Yellow Cab Company he must be prepared to pass a very comprehensive examination on the location of streets and prominent buildings. If he thus shows that his knowledge of the City is much better than that of the average person, he is sent to the offices of the medical examiner, who gives him a thorough physical examination. Should that examination develop the fact that he is in good general health, has normal eyesight and hearing, he is sent to the office of the Claim Department, where he undergoes a more thorough examination for the purpose of ascertaining his visual acuity and rapidity of reflex action. Having successfully passed this latter test, he

is given a talk by one of the officials of that Department upon the subject of accidents. He is told the significance of accidents to the company as a public carrier and to himself as the operator of a public vehicle and he is likewise made familiar with the procedure which he should follow in case he should become involved in an accident. The fact that as the driver of a public carrier, he owes the duty of the highest degree of care to his passengers is greatly stressed, since it is hard for a layman to realize that the operators of public vehicles are not merely responsible for ordinary negligence resulting in injury to their patrons but rather are responsible to them for the slightest de-

gree of negligence should injury result. The applicant is then sent back to his garage superintendent and assigned to an instructor driver. The latter takes the applicant with him for two or three shifts, in order to familiarize him with the various rules peculiar to the several stands and the manner of operating his meter and handling the patrons. After the applicant passed his medical examination, he must have made application to the Board of Public Utilities for a "For Hire" driver's license and submitted himself to their examination. He thus has a City "For Hire" Drivers license at the time he goes out with the instructor driver. After the instructor driver approves him as a proper

man for the position, he is placed in service as a new Yellow Cab driver.

50 Miles Driven Per Shift

In the new driver's first 30 days of service, he will have had two or three property damage accidents regardless of the fact that he may have driven eight or ten years previously without any accidents whatever. This is no doubt due to the fact that during his previous driving experience, he has never been subjected to the ordeal of driving a car at the direction of another person, which is one of the peculiarities of the cab business, every passenger being to a certain extent a back seat driver. The majority of the cab man's accidents result in minor property damage caused by his cutting over or the other man's cutting in. Many also result when one or the other is pulling from the curb without proper hand signal or the precaution of looking back. With the advent of hydraulic brakes, came a great number of accidents resulting from sudden stops due to unanticipated emergencies. The serious accident of course, occurs at intersections and results from speed upon the part of either or both. Considering the number of miles that cabs are driven, the number of accidents is not great, the average cab being involved in one accident for every 10,000 miles of driving. The average driver drives his cab from 50 to 60 miles per shift.

Securing Witnesses

When the driver becomes involved in an accident he is impressed with the fact that the first and most important duty is to procure witnesses. His attention is expressly directed to the fact that he should immediately jot down the license numbers of any cars that are standing behind his cab or upon either side of the intersection before they move on, since those are the vehicles whose occupants had the best opportunity of witnessing what took place, and

who may be reached through the Motor Vehicle Registration Department in case of necessity. He should next attend to the needs of his passengers, should they have been injured, and then proceed to obtain the names and addresses of any bystanders who may be willing to offer themselves as witnesses. And last, he must call the Dispatch Room and report the matter before proceeding. In this matter of witnesses, there is a strong bond of fellowship between Yellow Cab men and street car and bus men. The Yellow Cab man is taught to consider the crews of the mass carriers as helpful friends, and this attitude has been reflected by the employes of the street car and bus companies, to the mutual advantage of both. In a great many cases employes of the street car and bus companies call to let the cab company know of an accident which they had witnessed while on their run.

Group System

In order to discourage the cab driver from any tendency toward carelessness, if he has an accident which is deemed to be his fault due to negligence or inattention on his part, he is penalized by forfeiture of bonus and loss of group standing. When a man goes to work he is placed in Group O and from that group advances to Group 1 and so on by completing a year of service without any liable accident. A high group standing is desirable to the driver because the higher the group standing, the more desirable the cab, shift, and day off which he will become entitled to, since, periodically, sign-ups are held and at a sign-up the highest man in the highest group has first choice of cab, shift and day off. As to the bonuses, a man receives a bonus for completing one year of service without a liable accident. This bonus remains the same for each year up to and including four consecutive years of service. When he has completed his fifth

consecutive year of service without a liable accident, he receives a \$75.00 bonus and an appropriately engraved wrist watch, together with a cap badge or ornament which designates him a "Distinguished Service" man. Thereafter the yearly bonus remains the same but is substantially higher until the tenth consecutive year of service has been completed, whereupon the man receives a bonus of \$150.00. Should a man have a liable accident, it breaks the "consecutive no-accident service" and he is arrested in his advancement in group standing until he has completed a further year of accident free service from the date of his last liable accident. At present, out of a working force of approximately 900 men, 182 men have completed five or more consecutive years of service and 17 have completed ten or more consecutive years of service without a liable accident, which is considered a very good record because of the fact that these men have driven on an average of 1500 miles a month year in and year out in this city, where traffic conditions are as involved as those prevailing in any large city in the United States, with its 4700 miles of streets and its 46,000 intersections.

Special Courtesies Enacted

The drivers are also enjoined to use the utmost courtesy in their conduct toward the public and toward their passengers because the amount of business done is directly proportional to the amount of public goodwill enjoyed. The drivers are instructed to perform many little courtesies such as waiting at the curb until a lady passenger is safely inside the house, escorting ill or aged patrons to and from the doorstep, providing the protection of umbrellas to and from the doorstep in rainy weather, running small errands when stops are made enroute for the purpose of purchasing newspapers, cigarettes, groceries and countless other gestures of thoughtfulness which occur to a per-

son with an active and considerate turn of mind.

Streetcar Problems Similar

The problems of the cab business arising from the public use of its vehicles is the same as that with which mass carriers are confronted. In other words, the peak hours are the same. In the early morning, patrons demand cab service from the hotels to depots and from their homes to the downtown district. In the late morning, shortly before noon, luncheon engagements are to be made, and shortly after noon, the housewife comes to town on her shopping tour, and in the evening they are all going home. In the early evening, social engagements are being kept and after midnight the roisterers must be seen safely to bed. These latter give much more trouble in the matter of obtaining payment for cab fare, because the cab business is the only one engaged the carrying of the public in which the fare is collected *after* the trip is run instead of *before*. Most of the inebriates have spent their money to get that way. As a result the articles which are taken as security for the payment of cab fare are innumerable and defy description.

Supervisory System

The cabs are supervised by means of roadmen, starters and dispatchers. The roadmen travel the streets in roadsters, keeping in close touch with the Dispatch Room, which is the directing center of cab activities, and it is their duty to see the cabs are properly distributed in accordance with the desires of the Chief Dispatcher, who in turn is directed by the Assistant General Manager and Director of Operations. The roadmen likewise report men for any misconduct or recklessness which may be observed. The starters are stationed at the various points of major cab activities such as depots, hotels or "breaks" of any

important functions, and their duties largely consist of aiding in the loading and unloading of cabs and in the sending of cabs to points where they are needed, upon instructions from the Dispatcher. The Dispatch Room is located in the main office at Third and Lucas. Upon the Dispatch board there are 20 incoming trunk lines and 159 lines connected with our several stands, which are distributed at strategic points about the City.

Officials from Ranks

Above the Dispatch Board which bears the jacks and plugs of the stand and trunk lines, is a Signal Indicator Board, upon which are a group of numbers representing each of the 159 stands. If a stand is covered by a cab its number upon the Signal Indicator Board appears unilluminated. If the stand is not occupied, a light illuminates its particular number upon the Signal Indicator Board. The Signal Indicator lights are controlled by the drivers by means of a switch which is located on each of the several stand phones. When the driver arrives at an empty stand, he throws the switch to extinguish the Signal Indicator light and when he leaves the stand empty, he throws the switch to turn on the Signal Indicator light. The service of patrons in response to phone orders and the distribution of cabs is accomplished by means of the Dispatch Board and the various paraphernalia described.

With few exceptions, all men in a supervisory or official capacity have risen from the ranks. The president commenced as an office clerk; the executive vice-president started his career as a cab driver in San Francisco; the Superintendent of Maintenance was employed as a helper in the battery shop; the Chief Dispatcher was a cab driver; the head of the Claim Department was a cab washer; roadmen, dispatchers and garage superintendents were all cab drivers. Indeed with

only two exceptions, every official or person in a supervisory capacity has started at the bottom rung of the ladder.

A.T.A. CONVENTION HELD RECENTLY IN LOS ANGELES

Opening its 58th Annual Convention in Los Angeles at the Biltmore Hotel on August 9, the American Transit Association entered into a week's program of lectures and general discussions centered around the convention's theme of "Today's Transit Problems Challenge the City of Tomorrow."

Following four days here, delegates entrained for San Francisco for the remaining 3 days of the meeting.

Approximately 1000 representatives of street railways throughout the United States and Canada heard Association President Alfred J. Lundberg open the conference followed by Dr. Rufus B. Von Kleinsmid, President of the University of Southern California, and Managing Director Charles Gordon of the Transit Association.

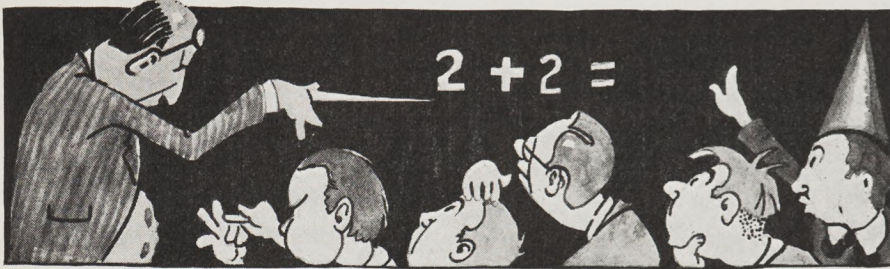
Discussion on problems concerned with operating, engineering and claims phases of the industry occupied delegates during the day with various entertainments scheduled in the evenings.

Prominent among those charged with making arrangements for the convention were this company's Manager of Operations, C. E. Morgan, Manager of Motor Transportation, F. C. Patton and Director of Public Service, L. A. Reeves.

A customer, with proofs of his photograph, shouted at the photographer: "Do I look like this picture? Have I a squint, and do I resemble a prizefighter? I ask you, is this a good likeness?"

The photographer timidly replied: "The answer, sir, is in the negative."

PROFESSOR KNOWZALL'S CURIOUS QUERIES



IF you're quiz-conscious today, here are a few more puzzlers to work on. These aren't too easy, so the good Professor is lowering the passing grade. Counting 10 for each correct answer, consider yourself promoted to the next class if you acquire a score of 50 or over. 60 to 80 is excellent. If you get 80 to 100, you're eligible to apply for the professor's job!

We'd like to receive some of YOUR questions. Send them in care of Professor Knowzall, TWO BELLS, and we'll publish them in an early issue.

ANSWERS ON PAGE 18

1. DURING THE RUSH HOURS ON OUR LINES, ARE MORE PEOPLE SEATED OR STANDING?
2. WHAT IS THE AVERAGE LENGTH OF SERVICE OF LARY EMPLOYEES' (EXCLUSIVE OF TRAINMEN TAKEN ON IN LAST 3 MONTHS)?
3. ARE MORE ACCIDENTS CAUSED BY AUTOS HITTING STREETCARS OR STREETCARS HITTING AUTOS?
4. WHAT IS THE AVERAGE AGE OF LARY EMPLOYEES?
5. DO MORE PEOPLE ENTER THE DOWNTOWN AREA DAILY ON LARY LINES FROM THE WEST OR EAST?
6. WHAT IS THE AVERAGE ANNUAL COST OF MEMBERSHIP IN THE WIVES' DEATH BENEFIT FUND, AND APPROXIMATELY HOW MUCH DOES IT PAY IN THE EVENT OF THE DEATH OF THE WIFE OF A MEMBER?
7. WHAT HAPPENS TO LETTERS SENT IN BY PASSENGERS COMMENDING EMPLOYEES?
8. HOW MUCH DID THE COMPANY SPEND ON MEDICAL SERVICE FOR THE EMPLOYEES MEDICAL PLAN IN 1938 OVER AND ABOVE THE \$1.00 PER MONTH PAID BY EACH EMPLOYEE? (CONSIDER YOUR ANSWER CORRECT IF YOU COME WITHIN \$10,000 EITHER WAY.)
9. NAME AT LEAST 3 PRIVILEGES LARY EMPLOYEES ENJOY THAT EMPLOYEES OF MOST OTHER COMPANIES DO NOT?
10. DO MORE MEN OR WOMEN RIDE OUR STREETCARS?

CLAIMS PICNIC

The Claim Department held its picnic Sunday, August 20, in Griffith Park, just off Vermont Avenue. Everyone brought his lunch and liquid refreshments were served—in a very moderate amount. Two softball teams were selected and a ball game was played with Wilson and Rulon as opposing pitchers. Rulon thinks he "wuz robbed" because he was retired and replaced by another pitcher at the end of the first inning even though he retired the other side without a hit.

E. W. McCargar acquired a decided Scotch accent before the afternoon was over. We accused him of things but he denies it.

Bill Held was seen with a flock of beauties around him two or three times.

Betty Hastings, of our Public Service Department, seemed to be doing very well for herself, too, and we're told that Anne Swanson didn't get home until the wee small hours.

After the dinner was served a kitchen shower was given for Orville Stanchfield and his bride-to-be, Manon Josephine Machotka. They received many attractive and useful gifts for their kitchen. They will be married September 9, and have extended a cordial invitation to the entire Claim Department for dinner some evening.



To be married on September 9 are Orville Stanchfield, Claims Department, and Miss Manon Josephine Machotka.

LADIES ONLY

Beginning next month, **TWO BELLS** will devote a special page to the ladies. Mrs. Paul Brown, President of the **LARY Women's Club**, will edit the department and is hoping that the wives, mothers and friends of railway members, as well as women employes, will contribute their suggestions and help toward making the page of real interest. All contributions may be sent to Mrs. Brown in care of **TWO BELLS** before the fifteenth of each month for inclusion in the issue coming out the first of the following month.

WOMEN'S CLUB

By **MRS. C. A. EVANS**
Publicity Chairman

During the months of July and August, members of the Los Angeles Railway Women's Club enjoyed two luncheons and card parties, a visit to the County Farm, Rancho Los Amigos, and a trip to Catalina.

Regular club meetings will be resumed at the club rooms, 962 W. 12th Place, September 7, at 1:30 p.m. All members and prospective members are cordially invited to attend an interesting program, followed by a social hour and refreshments.

RETIRED EMPLOYEES

By **D. L. GRAGG**, *Secretary*

The Los Angeles Railway Retired Men's Association, after a two months' vacation, will begin its seventh year, by holding its regular monthly meeting in Room 309, Los Angeles Railway Building, at 2:30 p.m., Tuesday, September 19.

The annual election of officers will be held at this meeting and it is very essential that all members be present.

There will be an entertainment to be announced later. We are hoping for a record attendance and extend a special invitation to the ladies.

The Clubroom

VETS' CLUB

Commander Tolle announces the next regular meeting will be held in Patriotic Hall, 1816 So. Figueroa Street, at 8:15 p.m. Tuesday, Sept. 12.

All members are urged to be present and to bring along an eligible friend.

The eligibility requirement is: an honorable discharge from Army, Navy or Marine Corps, war-time or peace-time; and the dues are only one dollar per year.

Certain classes of National Guardsmen are eligible. Any member will give full information.

Our annual Halloween Party and Dance will be the highlight of several Autumn events.

VETS' CLUB AUXILIARY

By **ELLA M. HOYLE**, *Secretary*

Attention, members:

Put a ring around this date on your calendar: Tuesday, September 12. After two dark months our meetings will resume, and we expect to see every member back with us on that evening at 8:00 p.m., Patriotic Hall.

How about bringing a new member with you?

SONS OF LEGION

By **MELVIN CARSON**, *Captain*

The 17th District Drill Team participated in all S.A.L. events at the Convention held in Oakland August 12 to 16, again taking all honors winning the Famous Department store trophy for best S.A.L. drill team and also being judged the Detachment champions.

We are very proud of this as there are 10 members of our Squad-

ron who are on this team and the team drill master Comrade Coverdill is the Adjutant of L. A. Railway Post 541.

On Saturday, Sept. 9, the Squadron will sponsor a box social at the home of our Chairman S. W. Carson, 13532 Doty Ave., Hawthorne. This address may be reached by going south on Crenshaw to El Segundo, turning west to Doty, then south about six blocks. The ladies are requested to bring a box with lunch for two. These will be auctioned off and there will be indoor and outdoor games and a good time for all.

We invite you to come and bring your friends and have a real get together time and help the Squadron fund. We hope to see you there so do not disappoint the Sons as this will be their first party this year.

AMERICAN LEGION POST 541

By **LEO L. LEASMAN**

Well, here we are back from the State Convention held at Oakland where we all had a grand time. We had a fine representation of all three of our groups. The post had six members there, namely, Comrades Manning, Coverdill, Leasman, Logsdon, Gilliland and Carson. To me this convention was the most businesslike and liveliest state convention I have ever attended. The chairmen of the various committees certainly did their stuff in making the convention a huge success and they certainly do deserve a great deal of credit. Saturday was Legion day at the Fair and L. A. Railway was well represented in the Parade on Treasure Island, with the Colors. The boat ride arranged for our enjoyment was absolutely grand. Sun-

day afternoon the Ritualistic competition was held, and the 17th District Team won the Championship in its class for the third consecutive year so that takes one perpetual trophy out of circulation this year. I am happy to say yours truly has been on this team for three years. Sunday night the Memorial services were very impressive and certainly will not be forgotten soon by any who were there. Monday the Convention came to order for the opening session which for the first time in the history of the Department of California was held jointly with the Auxiliary. Monday afternoon the parade was held. Being the Sergeant-at-arms of the 17th District I had to carry the Colors. I had a hard time getting the pace set by the Los Angeles Police Band in order to keep them from running over me, but I finally got the step (they said it was 120 but I contend it was 150). Monday evening saw the finals of the Drum and Bugle corps, contest and Drill team and with all that a grand display of fine horsemanship put on by the 11th U. S. Cavalry. San Gabriel Drum and Bugle corps won State Championship again and are going to Chicago next month to bring back National Honors once more.

Tuesday all day was business session. In the evening was the awarding of the trophies after which we all left and headed for the show that had been planned at 10:00 p.m. when Sally Rand and her troupe gave a grand show. Wednesday was the election of officers for the coming year and then everyone headed for home and the beginning of preparation for another convention a year hence which will be held in San Diego.

Well, I'll sign off by saying that we who are members of the Legion are proud of our eligibility and invite anyone who is eligible to pay us a visit and see why we are so happy and do so much in our great organization.

POST 541 AUXILIARY

By MAE CARSON,
Publicity Chairman

Our meeting of August 1st was well attended with the newly installed officers filling their respective stations, with Unit President Bettie Leasman presiding. Three transfers and one new member were accepted: Mrs. Esther Wickham, Grace Gordon and Mae Carson transferring from Lennox Unit No. 390 and Mrs. Bella Korin being the new member.

President Leasman appointed Mrs. Korin committee chairman and at this time all are working to make this another banner year for Unit 541. Hospital chairman Esther Wickham and nine members visited the Hospital and the adopted ward on Thursday, August 9, and took 500 magazines, two cartons of cigarettes and several pounds of candy.

We are sorry to report that one of our members, Mrs. Catherine McDonald, is confined in the hospital in Vancouver, B.C. after a very serious operation. She had just recovered from injuries received in an accident just after arriving in Vancouver. The Unit expresses best wishes for her speedy recovery.

Mrs. Emma Marques, Past President, Pauline Chilcoat, Bettie Leasman, Roma Burgess, Mae Carson, Hester Coverdill and Mrs. Anna Logsdon attended the Convention in Oakland August 12 to 16.

Our regular meeting of August 15 was set back to August 22 on account of the Convention, after you receive this issue of the Two Bells our next meeting will be Tuesday, Sept. 5, so please be there and let's go with the 1939-1940 program.

L. A. Railway Unit 541 extends a welcome to all ladies eligible to join the Auxiliary. If you have a daughter have her join the Juniors.

Salesman: "How much mince meat do you want?"

Bride: "About a half a pound. And please cut it off a nice tender mince."

VACATION

By W. Y. STEARNS
Virgil Coach Division

When there's bed-sores on the
peaches,

And the pears are over-ripe,
And the grapes are somewhat
fuzzy,

And the corn is full of blight—
Then I know I'm on vacation,
Or I'm camping overnight—
Yes I do.

When the bed is kind of lumpy,
And the walls are full of mice,
And the food is kind of smelly,
And there isn't any ice;
When the nights are pretty chilly,
And the blankets pretty thin—
Then I know I'm on vacation,
And I kinda' have to grin—
Yes I do.

When the chairs are full of hard-
ness,
And the meat is full of tough,
And my skin is full of sunburn,
And my stomach's full of stuff,
When the ants are in the pantry,
And the bees begin to sting—
Then I know I'm on vacation,
And I kinda' have to sing.
Yes I do.

When the lake is full of seaweed,
And my ears are full of sand,
And my muscles all are aching,
But I say I'm feeling grand,
When the air is full of breezes,
And the sky is full of sun—
Then I know I'm on vacation,
And you bet that I have fun—
Yes I do.

A middle-aged woman lost her balance and fell out a first-floor window of the Allis Hotel and landed in the alley, in a garbage can. Chinaman passing remarked "Americans very wasteful. That woman good for ten years yet."—Chas. Warren.

Judge (to amateur yegg): "So they caught you with this bundle of silverware. Whom did you plunder?"

Yegg: "Two fraternity houses."

Judge (to sergeant): "Call up the downtown hotels and distribute this stuff."

BOOK BROWSERS' NEWS

INDICATING the interest taken by all employes in our library, located in Room 325, is the following concerning recent library activities:

Books and Pamphlets Circulated During July:

L. A. Ry. Building—273.
Shops, Garage, Substations, Motor Coach Div. and Co., etc.—150.

Books and Pamphlets in Library: 1437.

Number of Magazines Subscribed to: 97.

Number of Services, National Industrial Conference Board, National State and Local Chambers of Commerce, Poor's Public Utilities, Science News Letter, etc.: 24.

Examples of Reference Questions Received by Library

What does Treasury Decision No. 4422 mean?

What are the first lines of the Declaration of Independence?

Will the \$30.00 a week pension plan increase taxes?

What was the basis of valuation on smoke stacks in 1911?

Did Governor Merriam make a speech in favor of the Townsend plan?

What are the subsidiary companies of General Motors?

Should gasoline be purchased on a basis of 60 per cent temperature or full gallonage?

What is the address of all the electric railways in the United States?

How many P. C. C. cars have been purchased to date and by what companies?

Picture File of Foreign Transportation Systems:

Sixteen recreational magazines, such as LIFE, TIME, etc., are subscribed to and when company employes have finished with them they are distributed by welfare workers of the Personnel Department to company employes who are ill either at home or in the hospital. Because of the great demand for these not only from those who are ill, but from the men in the Line and Motor Coach division, especially night workers who have long hours waiting for emergency calls, etc., the Library will be very grateful to any one who can let it have magazines of this sort when they have finished with them at home. Those in greatest demand are LIFE, TIME, READERS' DIGEST, DETECTIVE MAGAZINES, AMERICAN, any good sports magazine, and any hobby magazine such as photography, radio, model railroading, and so forth. If these magazines could be sent to the Library as promptly as possible, they could then be distributed to very good advantage.

Bound Magazines:

Transit Journal from 1890 to date.
Society of Automotive Engineers from 1924 to date.
Two Bells, complete.

Reference Books:

Opinions and Orders of California Railroad Commission: Complete from Vol. 1.
Decisions of California Industrial Accident Commission. Vol. 1.
American Transit Association. Proceedings. 1908 to date.
Encyclopaedia Britannica. (latest edition).
City Directory.
American Society of Civil Engineers. Transactions. From 1923 to date.

Newspapers in Library:

Los Angeles Times. Complete for year.
Illustrated Daily News. Complete for current month only.
Herald & Express. Complete for current month only.
Los Angeles Examiner. Complete for current month only.
Daily Journal. Complete for current month only.

NEW BOOKS IN THE LIBRARY August

THE INTERNAL COMBUSTION ENGINE. Taylor. 1938.

ACCIDENT FACTS. National Safety Council. 1939.

KNOW LOS ANGELES COUNTY. Statistics and facts concerning county. L. A. Chamber Commerce.

NEAR OR FAR SIDE BUS STOPS. A. T. A.

MOTOR FUEL ECONOMY OF EUROPE. 1938.

HISTORY OF RICHFIELD OIL REFINERY.

ANNUAL REPORT GRADE CROSSING ACCIDENTS FOR YEAR. 1938.

NEW MAGAZINE ARTICLES

UNION PASSENGER TERMINAL AT LOS ANGELES. Railway Age.

GIVING THE CARBURETOR A HAND. Pictorial steps in carburetor repair. Bus transportation.

LIBRARY REVENUE FOR JULY OPERATING RESULTS JULY, 1939 vs. JULY, 1938

	1939	1938	1939 Increase + Decrease— Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$ 995,639	\$ 994,439	+\$ 1,200
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	904,975	886,058	+ 38,917
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	79,652	80,783	— 1,131
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	70,300	73,003	— 2,703
Total Expenses	\$1,054,927	\$1,019,844	+\$35,083
Leaves Net Profit or Loss	—59,288	—25,405	— 33,883

BASEBALL

LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard	8	1	.889
Coach	6	3	.667
South Park Shops	5	4	.556
Division Three	4	5	.444
Division Five	3	6	.333
Division Four	1	8	.111

By C. J. KNITTLE

CROWDS of spectators have witnessed many fine ball games the past five weeks at Vernon Yard ball park where LARY Leaguers are winding up their sixth baseball season.

The re-playing of a protested game between Divisions 3 and 4 on September 3 will mark the end of the tourney. President K. E. Sloan will then give his full attention to selecting an all-star Los Angeles Railway team for semi-pro ball in the Winter League, playing the majority of games at White Sox ball park.

During the recent five weeks in the current LARY League games, Coach Team made an excellent stride from fourth to second place winning four games and losing one. The loss was to the Vernon Yard champs.

Shops Team that defeated Vernon early in the season and was tied with Vernon for first place, tail-spinned to third place in the past five weeks with two wins and three losses.

In the same period Division Five Team slumped from third to fifth place with one win and four defeats and Division Three oozed from fifth to fourth place with three wins and two defeats. Division Four continued to hold the cellar spot.

SOCCKER CLUB

All ready for the new season, the club is looking forward to meeting their old rivals in the Municipal Association. Most of last season's players have again signed up, and with a few positions strengthened, the officials expect the Railway to again be among the top teams.

President Bert Timbs has been busy building up the club membership and invites employes to join. Tickets are \$1.00 for the entire season.

The Municipal Association has arranged to have every player covered by insurance, and has also greatly improved conditions in general. This will assure the teams the best of players and referees, and make for more attractive games. The schedule for the first half of the league competition will be published soon.

SOFTBALL

The Garage softball team remained undefeated at the end of the schedule. However as the South Park boys and Coach Cleaners were tied for second place at the time of this writing there were deciding play off games to be played between these two teams. Final results and batting average awards will be printed in the next issue of "Two Bells."

DOUBLE PUNCHES Delivered by Mueller



Soon after the first subway was added to New York City's transportation system all other larger cities began making plans for underground railway systems. It was considered a sign of metropolitan progress. One such city, Cincinnati, began making its

plans before the end of this century but actual work was not started until 18 years ago. It took seven years to finish excavations and put in the stations at a cost of \$6,100,000, which was raised by a bond issue. The subway has never been used and for years has been referred to as Cincinnati's "rat hole." The bonds have cost taxpayers of the city more than \$1,000 a day in interest and when they fall due in 1967 Cincinnati taxpayers will have paid out \$19,000,000 in principal and interest. One cold winter a few years ago, a colony of hoboos got into the subway, intending to use it for winter quarters. That is the only practical use to which this expensive "rat hole" ever has been put and the police did not let the hoboos stay long.—Capper's Weekly.

During the recent European heat wave, a woman fainted on the Gravesend bus in London. She fell between two seats and could not be extricated, so the whole coach had to be taken to the hospital.

The city fathers of Amsterdam have solved a pressing problem in a genial manner! To find a constant supply of names for new streets they will make use of titles of famous novels. We could offer some valuable suggestions for re-naming some of our streets in case Los Angeles wanted to follow suit. How about "All Quiet on the Western Front" Drive for Silverlake; "Gone with the Wind" Avenue for Wilshire; "Death in the Afternoon" Boulevard for Sunset, and "The Rains Came" Meadow for the Crenshaw Cabbage Patch?

DIAMOND

DIVISION 4—

Left: Standing, left to right, Andrews, Capt., Curry, Hipes, Vejar, Dailey, Toliver, Tietgen, Reddick.

Sitting, left to right, Lipscomb, Mgr., Wier, Vaughn, May, Locklier, Waggoner, Vance, Stevers (missing).

SOUTH PARK SHOPS—

Below: Standing, left to right, Ross, Miller, Green, Nolan, Burgess, MacKenzie, Mgr.



Sitting, left to right, Farmer, Jones, Means, Foreman, Bell, O'Niell, Butler.

Center, left: Saiza of Vernon Yards scores home run.

DIVISION 5—

Left: Standing, left to right, Carlin, Mgr., Ryan, Burlingame, Templin, DeWitt.

Sitting, left to right, Chapman, Colgan, Anstine, Landreth, Frievoegel, Duncan, Marsden, Jackson, Trainer, in front.



SEPTEMBER 3
OF 1939

STARS

VERNON YARDS—

Right: Standing, left to right, Miranda, Quilius, Carpio, Villalobos, M. Saiza, Rodriguez.

Sitting, left to right, V. Saiza, S. Manriquez, G. Manriquez, Rocha, Mgr., J. Saiza, Peralta, F. Saiza, Bat Boy.

DIVISION 3—

Below: Standing, left to right, Hancock, Broman, Burnett, Christenson, Stotelmyre, Bestwick.

Sitting, left to right, Triboulet, Grubb, Matzner, Woodward, Cosgrove, W. H. Meloy.



Center, right: Standing, left, Morris, Vice-Pres., right, Sloan, Pres.

Kneeling, left, Held, right, "Pinky" Meloy.

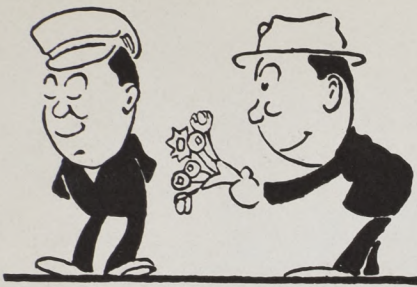
SIXTEENTH STREET COACH DIVISION

Right: Standing, left to right, Lusk, Braund, Courtney, Pitts, Cook, Anderson, Mgr.

Sitting, left to right, Little, Weide, Stoner, Supt, Ballenger, Aikens, Smith, Murray.



MARKS WIND-UP SEASON



TRANSPORTATION

ALL TO BE COMMENDED . . .

"I desire to express my sincere appreciation of the courtesy of both the conductor and motorman (*R. T. Thorpe and J. E. Goddard, Div. 1*) on Train 21, "S" car, 1345, which left Santa Monica and Western Avenue for downtown Los Angeles at 5:08 p.m. Saturday, August 5, for making it possible for me to receive the return of my purse which I left on car 1345 when I got off at Wilshire and Vermont.

"I also desire to express my appreciation of the kindness and courtesy of the motormen and conductors on the three cars following car 1345 that same afternoon. (*In order of cars: V. E. White, R. O. Schweigert, Div. 1; J. R. Butler, F. P. Dana, Div. 1; R. Williamson, J. T. Hoffman, Div. 1.*)

"When I got off the car at Wilshire and Vermont, I left my black purse on one of the inside seats. I did not discover this fact until a few minutes later when I desired to pay for an article purchased in the Kress store at Wilshire and Vermont. I immediately asked my companion to endeavor to overtake the car, which he did by boarding what I thought was the next following car, but which turned out to be the second car following the one upon which I left my purse. He went to the end of the line at Western and Santa Monica Boulevard and made inquiry from the car which was waiting there and learned that the conductor and motorman of the preceding car, to-wit, 1345, had advised the motorman and conductor of the waiting car that the purse was on car 1345.

"My companion went back to 3rd and Western at which point the motorman telephoned to the dispatcher and asked that he contact car 1345 and obtain the purse. This he did and the purse was delivered at 7th and Alvarado. Incidentally the purse was valuable to me and contained the money which represented my living expenses between last Saturday and the 15th of the month. Everything

was intact and the consideration shown to me is deeply appreciated, and I respectfully ask that you inform your employes that I do appreciate their action. I also feel that it is likewise gratifying to your company to know of the courtesy extended to me, not only by the motorman and conductor of the car upon which I left my purse but also the crews of the three following cars and your dispatcher's office. They are all to be commended."

MRS. L. M. CRONKRITE,
Tremont Apartments,
641 S. Berendo St.,
Los Angeles.

WORD OF APPRECIATION . . .

"Re: Busman No. 146 (*D. J. Braund, Coach Division*).

"Have been using the Beverly bus for over five years and am writing to commend the attitude of your drivers for courtesy and intelligence in handling of the public, as well as the kindly spirit they express.

"About a month and a half ago one of your drivers stopped the bus at Alvarado and helped a blind passenger across, returning to the bus as though it were just a part of his duty in line of action and I am sure all of the occupants of the bus were impressed by his kindly act.

"Saturday a week ago, the bus man whose number I have mentioned above, stopped the bus at LaBrea to wait across the street for the passengers of the LaBrea bus, taking on two women who greatly appreciated the unusual courtesy and friendliness.

"Inasmuch as you welcome criticisms I am happy to send on my word of appreciation, hoping it encourages the commendable attitude of your employes with whom I am in contact on my daily rides."

MRS. ETHEL BEACH,
460 North Hayworth Ave.
Los Angeles.

"MOST PERFECT" . . .

"Recently we had the privilege of riding a bus driven by your "most perfect" bus driver on any line in Los Angeles or vicinity. He is No. 110 (*R. C. Triplett*) driving bus No. 2607 on Line 50, Florence and Soto.

"He puts into practice the aim to please every passenger pleasantly, helpfully and courteously, yet considers the company for which he works by driving carefully and cautiously, saving unnecessary wear and tear upon the bus he drives and saves himself time and needless work and hurry by insisting politely and courteously upon cooperation from the passengers by using the rear exit.

"Several hours later we were fortunate to ride this same bus back. The only paper on the floor anywhere were those from his transfer punch and his bus was still spotlessly clean.

"Yes he is your "perfect driver" and it certainly was a pleasure to ride his bus. He is one of your biggest assets."

MR. AND MRS. THOMAS J. RICHARDSON,
211 N. Avenue 65,
Los Angeles.

"P.S. We rode from one end of the line to the other end each trip."

HELPFUL TO TOURIST . . .

"I am a tourist here from New York and boarded a Wilshire bus to visit a few friends whose addresses I had but locations were unknown. Your wonderful conductor on that bus was so courteous and painstaking in helping me to go the most direct way and I also noticed his extreme courtesy to all passengers that I could not refrain from mentioning this and commending him and you on your service. No. 768 (*W. B. Odom, Wilshire*) was the number on his cap."

MRS. L. GOLDZIER,
Clark Hotel,
Los Angeles.

TOP - NOTCHERS



QUINTESSENCE OF COURTESY . . .

"I am taking the liberty of sending you a report regarding one of your bus drivers who has the run from the General Hospital to the end of Avenue 64, Highland Park.

"He is on duty week days and leaves the end of the line on Avenue 64 on the hour and his number is 87 (*W. K. Hayes.*)

"I wish first to congratulate you for having (as a whole) such kind and considerate men in your employ, and THIS one of the number is the QUINTESSENCE of courtesy.

"It was my privilege to ride on the bus this forenoon and it certainly was a pleasure. For his encouragement, I voiced the appreciation of the passengers and told him I was going to take his number and send in a report on him and also am mailing him a copy of this letter in your care.

"When promotions or increase in wages are in order at any time, he is certainly one of those worthy and SHOULD be promoted, we would all be glad, I know, even though his gain would be our loss.

(Miss) LULU ANDREWS,
4412 York Blvd.
Los Angeles.

GARAGE MECHANIC PRAISED . . .

(The following commendation was addressed to P. P. Marshall, mechanic, 16th Street Garage, personally.)

"On behalf of Mrs. Worth and the writer I wish to take this means of thanking you kindly for finding and turning in to your Lost and Found Department the American Legion Auxiliary cap lost on the Beverly Boulevard cap lost on the Beverly Boulevard bus about 6:00 p.m. Wednesday, August 2.

"It is through the honesty, alertness and efficiency of the employes like yourself that make it a pleasure of using your

Company's system for transportation purposes.

"Trusting you will go far in your chosen vocation, and again thanking you, I remain,

F. P. WORTH, Adjutant,
State Department
Flying Aces Club,
257 S. Spring,
Los Angeles.

From Our Mail Sack Also Come Letters of Commendation for . . .

TRAINMEN

S. M. Alexander, Div. 3
J. C. Allison, Div. 1
L. C. Allison, Div. 1
W. Atchison, Div. 5
L. H. Bardon, Div. 3
T. K. Batson, Div. 1
R. A. Baudisch, Div. 4
C. W. Beckner, Div. 1
J. W. Bell, Div. 5
C. L. Bond, Div. 1
J. L. Bradford, Div. 4
T. A. Brewer, Div. 1
*W. F. Brim, Div. 5
**X. Bryan, Div. 5
V. A. Burr, Div. 4
B. Butler, Div. 5
J. L. Carmine, Div. 1
A. Caubet, Div. 4
*R. E. Damm, Div. 4
C. E. Davis, Div. 3
W. C. Depp, Div. 4
R. Enright, Div. 4
C. F. Fitzgerald, Div. 5
*S. Goldy, Div. 4
I. E. Gott, Div. 3
C. J. Groth, Div. 1
G. C. Hanson, Div. 1
G. D. Howard, Div. 4
J. L. Huffine, Div. 5
J. M. Hunsaker, Div. 1
J. H. Johnson, Div. 4
H. F. Keiser, Div. 1
R. A. Knudson, Div. 1
E. W. Lane, Div. 1

M. Leibowitz, Div. 4
G. W. Loff, Div. 3
D. L. Lowen, Div. 4
G. F. MacMillan, Div. 3
L. O. Marble, Div. 5
J. F. McCormick, Div. 1
C. J. Mentzer, Div. 4
C. W. Meyer, Div. 4
P. A. Norby, Div. 3
H. O'Neill, Div. 1
H. F. Osborne, Div. 4
H. D. Plank, Div. 4
C. R. Ream, Div. 1
J. W. Rice, Div. 1
E. E. Sanders, Div. 1
W. E. Schoenbaum, Div. 1
J. H. Schrader, Div. 1
W. E. Scott, Div. 3
C. L. Sells, Div. 4
R. R. Severens, Div. 3
F. C. Shafer, Div. 1
F. S. Skarda, Div. 5
A. L. Stockman, Div. 1
G. B. Stoker, Div. 4
W. W. Taylor, Div. 3
C. W. Trice, Div. 3
H. Van Doorne, Div. 1
R. C. Walker, Div. 1
*M. L. White, Div. 3
L. C. Willerton, Div. 4
J. L. Williams, Div. 1
T. N. Willis, Div. 3
H. U. Woolsey, Div. 4

COACH OPERATORS

T. S. Barrett, Jr., Crenshaw-Vine-LaBrea
L. C. Burris, Sunset
G. O. Clinton, Sunset
E. J. Elgood, Beverly
A. G. Gribbling, East 9th St.
J. T. Hope, Wilshire
O. R. Jordan, Sunset
V. R. Lacy, Wilshire
*H. H. Little, Alvarado
E. D. Ohanion, Slauson
W. Y. Stearns, Silverlake
R. J. Sullivan, Alvarado
B. B. Towsley, Figueroa

Note: Each asterisk represents one additional commendation.

NEWS of LARY SICK FOLKS

By R. A. PIERSON
Superintendent of Personnel

During the month of July there were 22 employes confined to the hospital, which represents 127 hospital days. The cost of the hospital service was \$937.00.

Regret to report the death of one employe during the month of July, and the death of the wife of one employe. The employe who died was covered under our Group Life Insurance Policy, and the employe whose wife died was a member of the Wives' Death Benefit Fund.

During the month of July there were 131 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

The wife of Albert M. Elmer, Motorman, Division No. 3, died August 2, 1939.

The wife of Elmer L. Hulberg, Conductor, Division No. 3, died August 3, 1939.

Claude Honor Campbell, on the Pension Roll, died August 6, 1939. He was born in Battle Ground, Indiana, August 15, 1868, and entered the service of this Company as Foreman in the Line Department on September 29, 1895, later appointed Joint Pole and Line Inspector, and placed on the Pension Roll on August 1, 1932. Mr. Campbell is survived by his two daughters.

APPRECIATION

Acknowledgements gratefully expressing appreciation of the sympathy extended them during their recent sorrow have been received by the Company from Albert M. Elmer; Mary Mulvilhill and Elma Reynolds and family; Mr. Elmer Hulberg, Mrs. Myrtle Sage, Mr. Milton Sage and Mrs. Irene Woodmansee.



CONGRATULATIONS TO:

Robert Duncan, born to Mechanic (16th Street Garage) and Mrs. Bob Jeffrey on July 23.

James E., born to Wilshire Coach Operator and Mrs. E. J. Randles on July 24.

Paul Garrett, born to Motorman (Division 1) and Mrs. E. A. Boynton on July 24.

James Albert, born to Conductor (Division 5) and Mrs. J. H. Rose on July 26.

Maryilyn Jean, born to Conductor (Division 5) and Mrs. E. W. Trousdale on July 27.

Patricia Joan, born to Assistant Foreman (Vernon Yards) and Mrs. Clyde Burden on July 27.

Barbara Ann, born to Clerk (Division 5) and Mrs. W. A. Ullrich on August 2.

Alsen E. Inman, Jr., born to Substation Helper (Power Department) and Mrs. A. E. Inman on August 2.

William Sidney, born to Conductor (Division 1) and Mrs. S. J. Pontius on August 11.

Penelope Ann, born to Conductor (Division 5) and Mrs. G. A. Savage on August 11.

Steven Radford, born to Carpen-

BEST WISHES TO:

Conductor F. C. Rily (Division 1) married to Miss Clarissa Pruett on April 15.

Motorman George M. Leahy (Division 5) married to Miss Margaret Strong on June 30.

Conductor H. A. Muse (Division 1) married to Miss Nellie K. Morris on July 15.

Motorman O. L. Thrasher (Division 1) married to Miss Margie Rinker on July 21.

Motorman Walker Bailey (Division 5) married to Miss Mary Strong on July 25.

Motorman Emile J. Gagnon (Division 4) married to Miss Louise Davenport of Fallbrook, California, on July 27.

Conductor R. C. Campbell (Division 1) married to Miss Norine Andersen on July 29.

Conductor Irvan C. Freivogel (Division 5) married to Miss Marie Lorenz on August 5.

Yardman Leo Brigham (South Park Shops) married to Miss Mildred Love on August 12.

Motorman R. W. Weaver (Division 3) married to Dorothy Stearn on August 19.

ter (South Park Shops) and Mrs. Radford Hope on August 15.

....TRADING POST....

FOR SALE—New Johnson changer, \$4.00 cash. C. J. Knittle, Division 4, Operating.

SWAP—Kemper portable radio, new batteries—WANT ¼ H.P., 110 v., 60 cy., A.C. motor or gun, vacuum cleaner, or something of equal value. Call W. V. Yandell, Line Department, Station 223.

FOR SALE—Oak dresser and chiffonier, bed, mattress and spring, also radiant gas heater. Call CA-14866.

FOR SALE—Accordion, Carmen (by Hohner), 48 bass, new. Also violin, good. D. L. Laird, Division 5, 600 East Regent Street, Inglewood.

FOR SALE—Deer gun. Model 94, Winchester, 30-30, \$15.00. Also B Hi Standard 22-caliber revolver, 6-inch barrel, \$16.00. Also a Univex moving picture camera, 8 MM, F 3.5 lens. Projector, screen and accessories included, \$20.00. 1821 West 41 Place, or phone VE-3424.

FATHER AND SON

Veteran Celebrates 40th Anniversary With Company on Day Son Enters Service

By C. J. KNITTLE

WHEN Milton L. Hersom of Division Three finished his fortieth active year as a Los Angeles Railway motorman, the event seemed to suggest a story. Later it was learned that on that very day, July 21, Hersom's younger son Hubert, 27, had entered upon a career as a motorman at Division Four.

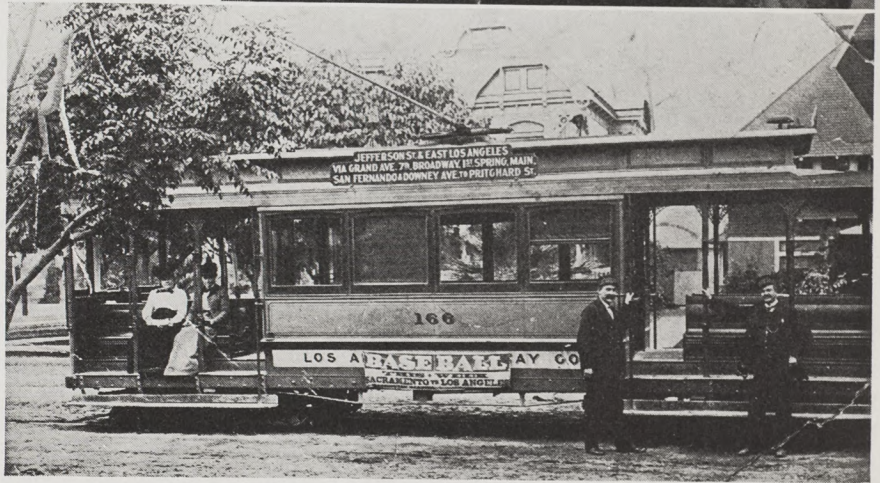
In November 1876 the elder Hersom's family journeyed to Los Angeles, established a home at the present site of 6th and Flower Streets but later purchased a farm two and one-half miles north of the present City of Compton.

Here they encountered every form of hardship. Milton, obliged to travel two and one-half miles to school, acquired a pony but the terrific drouth of '79, '80 and '81 killed off the livestock including the pony and left Milton without shoes for three years. The following two years he was obliged to walk five miles, to and from school.

In the Winter of 1884, forty inches of rain fell, the narrow dirt roads of downtown Los Angeles became rivers and all bridges were washed out including the San Fernando Bridge (North Spring Street) which took a horse car and driver with it. Another deluge in the Summer of '88 washed away all chicken coops as well as fifty tons of Hersom's newly bailed alfalfa. All cess-pools were flooded and a typhoid epidemic which followed took the lives of hundreds of people. Another flood in the winter of '89 took

Milton Hersom and son Hubert scan old-time rulebook.

Motorman Hersom (left of entrance) with old 166.



away all the newly-made bridges.

One year later father Hersom died. Milton managed things until 1896 when he married and, turning the farm over to his brother, moved to the Hancock Ranch which covered the present site of Carthay Circle. Here he farmed 250 acres but another misfortune, the two-year drough of '97 and '98, forced him back to Los Angeles where he became a carpenter for the Board of Education. The city was in the throes of a smallpox epidemic. Thousands of cases were being treated. Many schools were closed and finally the Maple Avenue car line had to be abandoned. Taking advantage of the need for help he applied for work and on July 21, 1899, Milton L. Hersom became a Los Angeles Railway motorman.

After spending ten days in the Company shops where he was taught

the proper turning of cars on the turn tables, adjusting the brakes, changing motor brushes and the working of the controller, Hersom was assigned to the extra list. Nine months later he fell heir to a night run on the Second Street Line, operating from Seventh and Alvarado via Alvarado, Second Street, Spring Street, Fourth Street, San Pedro Street, Fifth Street, to Arcade Depot. In daytime these cars went down Second Street to the Santa Fe Station. All cars were equipped with a tool box and at each terminal the motorman was required to examine the motor brushes and commutators, ascertaining also that the motor was cool and brake shoes properly set.

Many times during his early experience, Milton worked the Central Avenue line. For rush hour trips, a dumb trailer was attached when the car arrived at 6th and Cen-

tral carhouse. The conductor being obliged to collect fares on both cars, used a hand register for the trailer. At the terminal, Second and Spring, the trailer had to be detached, pushed over the crossover by hand, and re-coupled on the other side. The motorman was also obliged to climb to the roof and oil the trolley wheel.

Milton's favorite line, however, was the Grand Avenue and Downey because it was long and afforded the thrill of crossing the San Fernando (North Spring) viaduct. For twenty-five years, he worked a seven-day run and during Fiesta Week of each year worked from early morning to midnight. This, of course, was voluntary.

"I have always been treated with

the greatest of fairness by my fellow-workers and Company officials," said Motorman Hersom, "and it is a source of real satisfaction to me now that my son Hubert is taking up the same line of work."

Hubert, a graduate of Los Angeles High School, Winter '30, studied eight previous years at Page Military Academy. Also equipped with twelve years training in music and drama, he is an excellent trumpet-player and singer.

Shortly after leaving school he

was engaged for two seasons with the San Francisco Light Opera Company. Later he played two seasons with the San Francisco Grand Opera Company, thirty-five weeks with Fanchon and Marco, two years with Gilbert and Sullivan Lyric Opera and one season with Shuberts.

"I do not expect to shine in the light of my father's fine record," said Hubert, "but I shall strive to maintain a good record as motorman and trust it will be added credit to him."

ANSWERS TO QUESTIONS ON PAGE 7

1. Seated.
2. Approximately 10½ years.
3. By autos hitting streetcars.
4. Approximately 39½ years.
5. West.
6. Average cost to members is \$4.17 per year and the Fund pays approximately \$575.00 per death.
7. They are received by the commendation clerk in the Department of Public Service and an acknowledgement is sent to the patron. Original commendation and copy of letter to patron are sent to the division superintendent who informs the trainmen or operator personally. These letters are then filed with trainman's or operator's record at the division. Also, a copy of commendation and copy of letter to patron are sent to TWO BELLS office for publication.
9. Free transportation, extensive coverage under medical and insurance plans, and vacations with pay for hourly employees.
10. Surveys show that the number is about evenly divided.

WILLIAM WELLS RETIREES

After 48 years with the company, William E. Wells, messenger from the Treasury Department, who is retiring September 1, will look forward to the pleasures of home life of which he is well deserving after the many years of loyal service he has given to the Company.

Bill, as he is commonly known in the building, was born on April 4, 1862, entering life as a slave in the early days of the Civil War. He and his slave parents were sent from Missouri to Texas for safety, and later William's grandfather arranged for the purchase of William's mother and her family. On March 15, 1891, William was employed by the Los Angeles Railway, serving as janitor and messenger.

William will be missed greatly by all his friends in the Railway who enjoyed his pleasant friendly manner, and with him we all send our best wishes for health and happiness in future years.

ACCIDENTS PER 10,000 MILES RUN

JULY 1939

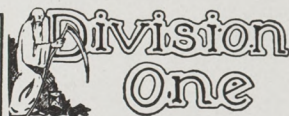
SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 CAR MILES RUN (EACH X REPRESENTS ONE ACCIDENT)

DIVISION 4	THIS MONTH	XXX	2-7
	LAST MONTH	XXX'	3-1
DIVISION 3	THIS MONTH	XXX	3-3
	LAST MONTH	XXX	3-6
DIVISION 1	THIS MONTH	XXX	3-5
	LAST MONTH	XXX	2-9
DIVISION 5	THIS MONTH	XXX	3-5
	LAST MONTH	XXX	3-6

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Marvin Wayne, 9 months old son of Motorman (Division 1) and Mrs. M. L. Howell.



R. C. RUGGLES

Superintendent Dan Healy has just returned from his vacation. Most of the time he spent putting the finishing touches on his cabin in Manhattan. He also found a little time to visit the Fair in San Francisco. Ye Scribe has just returned from vacation and will have to live on bread and water for a few months. However, the Fair was worth it. Clerk Charlie Evans took one week to see Sequoia, General Grant, Yosemite and the Fair, returning with ten coats of tan and ten pounds lighter. E. C. Hickey, transfer clerk, can tell you all about Alaska and the trip there and back. He had fun from the way he tells it. Clerk D. B. Kohl took a vacation, at long last, having had to postpone it on account of an infected hand, and made Yosemite and Catalina the points of interest. Switchman W. R. Houts took a week to rest at home.

Motorman A. J. Rosenstein took a vacation, indulging in his favorite pastime, fishing at Ensenada. Motorman Haag is taking a rest and also seeing the sights. Motorman C. B. Hunter is taking a trip to Kan-

sas. Conductor W. R. Elliott is taking two weeks to visit relatives in the East. Motorman G. E. Smith is going to Iowa for three weeks. Conductor E. T. Smith is taking a two weeks' vacation. Conductor A. C. Nipher is spending a month to visit Kansas. Motorman W. E. Schoenbaum is taking two weeks to see the Fair. Conductor W. O. Dulin is taking three weeks to see the Fair, Boulder Dam and Yosemite. Motorman Kuchesky was forced to take three weeks to go to Mexico on account of illness in the family. Conductor Kaffka is taking a month's vacation. Conductor B. J. Darneille is taking three weeks, and intends to bring back a load of trout and venison. Motorman G. M. Katzenberger is taking two weeks to rest, and Conductor C. V. McKinney is taking a month to visit Missouri. Many others are taking a week and spending money at the Fair. Catalina seems to be a great attraction for one and two-day trips.

Motorman W. H. Obear, on the sick list for a long time, is taking a temporary appointment as Flagman. Conductor L. Rasmussen, also sick for some time, is taking a temporary appointment as Flagman.

We are still welcoming newcomers and wish them luck.

Conductor F. C. Rily slipped one over on us all. Last April he said "I do," and kept it dark until just now. We didn't think it of the Irish. Best wishes and good luck, anyway.



CHARLES H. HARDY

A. G. Cooper informs us that Phil Murray, a former coach operator, is a District Ranger in Sequoia and is always glad to meet any of the boys who may be vacationing around Dorst Creek Camp.

F. E. Caldwell forgot the Credit Union long enough to vacation with his family at the P. E. Camp. E. S. Dent was also there for a week with his family. C. F. Parisen had 30 days' leave and went back to New York to brush up on that accent.

E. J. Randles missed out because he was all wet. He and a friend were pulling for the shore near White's Point with a row boat full of fish when suddenly it was capsize by a breaker. They did not mind getting drenched or losing their tackle, but regretted very much losing that fine catch of fish.

Al Kaplan is rapidly recovering from an appendicitis operation.

A fine interior paint job was recently completed in the Division building.

New men on Wilshire are C. A. Smith, W. S. Lupo and J. W. Jobe. Howdy, boys!

It is reported that C. Gibbs recently changed a bill at the cafe and strolled back to the Division counting his change. Discovering he was short a quarter he immediately enlisted the help of about a dozen Mexican children to find it. Tracing his steps back to the cafe he was informed that he had left it lying on the counter.

G. L. Russell bought two young colts for his 15-year-old twin boys several months ago. One of the boys has trained his horse for racing and was scheduled for Pomona Fair. The other boy has trained his horse to do a series of clever tricks and recently gave an exhibition at Zoo Park which went over so big that he was asked to give a performance at Gilmore Stadium.

GARAGE

Vacations come but once a year so it seems that Harry Nordmark, vacationing in the Grand Canyon, got reckless and ordered an ice cream soda as a form of refreshment although over there the price is 20 cents per copy. While his back was turned however, an old Indian



Former Coach Operator Phil Murray (now District Ranger) points out the sights at Sequoia to Coach Operator A. G. Cooper (Right).

guzzled the soda. Harry started telling him a few things but the verbal beating was interrupted when the Indian grunted, "Me pay," placed 5 cents on the counter and left, leaving Harry fit to be tied. J. H. "Buck" Jones vacationed for several weeks, taking in the New York World's Fair and visiting friends in Virginia. Omar Deam made a trip back to Ohio where he visited his mother. Jimmy Summers enjoyed a fishing trip to Lake Marino. Andrew Seyferth took it easy at Big Bear and was not with Bill Aldrich who was at Sequoia. It was rumored that these two had been seen together hiking up the side of a mountain. A survey of the vacationists shows that the majority are enjoying outdoor recreation during their vacation.

Jack Savage claims he gained weight while locked up with a jury for several weeks on a trial that made the headlines. He was indisposed for several days after the trial was over. Perhaps that second

showing of the alleged movie evidence was too much for him.

Fred Delight's car was stolen at Hermosa and later found in good shape at Lawndale. There was evidence that it had been taken to tow another car. The irony of it all was that Fred had to pay a \$5.50 towing and storage fee when he got it back.

Three men in a boat! Not taking any chances of again being left behind at Catalina, Joe Crawford has become part owner of a boat. In order to venture beyond the breakwater to do some fishing he invited Harry Lane as navigator and "Sparky" Holloway as moral support. A fog soon surrounded them and then a choppy sea did something to Lane's stomach. Fortunately Joe's zigzag course did not steer them very far from the mainland.

Virgil & Santa Monica Coach



D. S. COBURN

No news sent in this month from out Virgil and Santa Monica way. We fear jury duty must have gotten the better of Scribe Coburn.



Division Three

L. VOLNER

Many men still employed at the division hated to see the "B" line transferred to Division Four, as it was always their first choice in a general shake-up. One of that group was Conductor J. P. Fleming, better known along the line as "Stucco" and the biggest chitterling eater of Hooper Avenue.

Our many new men, who never experienced any of the "pleasures" of those days, can't realize how the older men appreciate the equipment we now have.

In order that our men might have more pleasure on their days off, there has been organized a Fishing and Gun Club, to which all employes of the L. A. Railway and L. A. Motor Coach are urged to join. Their first live bait boat fishing charter party was held on Friday, August 18, aboard the boats Dixie Lee and Dina Lee. Messrs. "Tiny" Westcomb, Jeff Holland and Snuffy Smith chaperoned a large bunch from this division and reported a great time enjoyed by all.

The entire division extends its sympathy to Motormen A. M. Elmer and E. L. Hulberg on account of their recent bereavement during the last month. The funeral services for Mrs. Elmer were held in the Little Church of the Flowers in Forest Lawn on Saturday, August 5, and for Mrs. Hulberg on the same date at the Presbyterian Church on North Figueroa Street.

Our division Night Clerk, George Herter, is on the sick list. We all miss him at his window and hope for a speedy recovery.

Having secured a vacation of thirty days, Motorman D. V. Smelser is making quite an auto journey. He has gone by the Southern route to Florida, going up the East coast to New York and returning via the Northern route. Mr. Smelser says he will make five or six hundred miles a day quite often.



L. F. SPARKS

There are some people who, if given an inch will take a mile, but Watchman Gerald Waddle was satisfied with a yard. At least his account of the black eye was original and it's a good story but am afraid he is stuck with it.

Our Storekeeper, Howard Beebe, enjoyed a deep sea fishing trip with Night Supervisor Caryll Thompson and reports taking a nice string of barracuda.

Plumbing Foreman Harold Sheldford took in the north on his vacation with a visit to the Oregon Caves and the San Francisco Fair.

Compressor Foreman Jimmy Teller took the Streamliner to New York to see the World's Fair.

Yard Foreman Herman "Dutchy" Liebelt took in both the north and south by visiting San Diego and San Francisco.

Carpenter Foreman Otto Johnson varied his vacation by dividing his time between Catalina Island and the National Parks, Yosemite and Sequoia.

Carpenter C. D. "Bud" Evans wanted fish with a capital F so went all the way to Wyoming for them. It's a good idea as any place much closer is so crowded that there are apt to be more fishermen than fish. Reports a daily limit with a few bunnys on the side.

A postman's holiday was enjoyed by Road Janitor Ed Jamison who put in his vacation by installing plumbing fixtures in his new home.

Derrickman Jimmy Watkins was seen industriously overhauling his car during his vacation. Too bad, Jimmy. You should have done that before vacation time so you could take a trip.

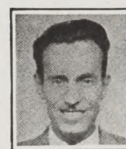


Rose Caroline, 16 months old daughter of Chester L. Green, Car Repairer, South Park Shops.

Assistant Supervisor Burt Schaubert spent his time just here and there with side trips to the West Coast. Just resting and getting his eyes accustomed to daylight.

Pity the poor Scribe to whom nobody divulges the secret of their trips without being interviewed. Everybody likes to read of the other fellow and it would be nice if those who go away would let the Department Scribe know as soon as possible so he can get the news in on time.

We extend our heartfelt sympathies to Supervisor E. C. Fleming whose mother, Mrs. Marie L. Fleming, passed away at Holly, Colorado, July 16, at the age of 92, and to Plumber Harry Diebert whose father, Wm. E. Deibert, passed away July 29, at the age of 85.



F. ARLEIGH FRAZIER

One Friday afternoon found Rex Guignard, Sherman Kriewald and F. H. Markley starting for the mountains for a couple of days' fishing. Waking up early Saturday morning a-rarin' to eat, Rex the provider of provisions, grabbed his head and moaned, "The food is home in the refrigerator!" Well, my guess is then they had to catch fish.

Driving to Missouri and back as far as Needles, V. B. Dotson started excitement for his wife, daughter and sister-in-law by converting his car into an accordion. The trick, send the car into a ground loop a couple of times—help passengers out as best you can. None were seriously injured we are glad to say, and the fruit was in perfect shape, not a jar broken.

Vacationists are N. C. Farmer, J. N. Ogden and J. M. Spearing. P. T. Jensen is cruising around looking for the real big ones and Frank Burnham is sun-bathing at Balboa. C. G. Lock and wife are motoring to Idaho for fried chicken.

M. Bradley is the deposed coach of the noon horseshoe-pitching games. Geo. Hoffman now wears the title as well as the button.

Speaking of the noon hour and games, over at the Truck Shop the men were pitching quoits and amusing themselves in general when Foreman Harry Longway emerged from his office and was hailed by a boy sitting in the window with, "Say, mister, are these W.P.A. workers?"

"I do,"—those famous words uttered by those taking the matrimonial step, will likewise be uttered by our little blond stenographer, Virginia Buchen, of the Superintendent of Equipment's office. On September 2, Virginia will become the bride of Robert Blue. We all wish them the best of health, happiness and luck, always.



Division Four

C. J. KNITTLE

A trio of Division Four's fishermen embarked on the fishing boat "Calypso" at San Pedro harbor, August 16, and headed toward Catalina. Near the island one of the party, Joe Hurzeler, landed a 26-pound Albacore and an 18-pound Tuna. Another, Ernie Burgess, hooked a 10-pound Barracuda, 2 Rock Bass and 1 White Bass. The fish avoided the third member, T. D. Starks.

In last issue of Two Bells it was reported Motorman O. F. Lange and his sister spent a week at the San Francisco Fair. This was an error. Sorry.

The 274 members of the LARY Four Federal Credit Union will be interested to learn that 192 active loans amounting to \$8322 are in force at this time. Eight applications for loans are being considered. The Directors are confident a dividend close to 5% will soon be declared.

The best item of the month comes from Motorman G. H. Buttner of

Line "P." A large crowd started to board Buttner's streamliner at Seventh and Broadway, southbound, and to stimulate prompt loading Buttner announced clearly and frequently, "Pay when you pass out!" About 30 minutes later the car arrived at Rimpau terminal and all passengers alighted except one intoxicated woman.

"This is the end of the line, madam," said the conductor. "If you are not getting off I must ask you for a fare."

"Is that so?" piped the woman. "Well, I haint passed out yet!"

Bob Swan, a daily rider on our "J" Line, which is also equipped with streamliners, was so intensely amused at two ladies who boarded at Twelfth and Grand that he phoned the incident to Two Bells. Both were evidently strangers and one was very reluctant about getting on, insisting that their directions were to take a "J" street car.

"This is a street car," replied the other emphatically.

"Taint either. It's a bus," insisted the other and looking toward the motorman, "Isn't it, sir?"

"No, lady. This is a street car," answered the motorman, and the lady, blushing furiously amid the broad smiles of many patrons, hurried humbly to a seat.

We were pleased to find A. A. Goldsmith, a former Division Four conductor, now on the Pension Roll, hale and hearty after a three months' trip to Milwaukee, Omaha, Lincoln, Denver, Colorado Springs, Kansas City and the San Francisco Fair. "But the real thrill of the trip was riding 87 miles per hour in the Burlington Zephyr," said Mr. Goldsmith.



ELECTRICAL



WALTER WHITESIDE

R. E. Baker's cost per fish during his vacation looked something like a war debt, but he says it was worth it.

O. J. Moser and L. C. Hunter had plenty of luck deep sea fishing at San Diego, while R. A. Horn caught the hard ones to land at Lake Henshaw.

San Francisco Fair issued the call and rounded up Bob Bass, W. D. McArthur, I. J. Booth and F. Warrington. Fred also attended a family reunion in Oakland along with the other two hundred members.

George Willson made his headquarters in Big Basin and motored to San Francisco. No, he did not go to the Fair.

E. Rios enjoyed his stay at Nogales, Mexico, and Ray Kiddoo his stay in Glendale. H. J. Winkler headed north as far as Yosemite and O. Quigley motored as far as Glen Ranch. J. W. Jack visited with relatives out of the state and W. V. Yandell divided his time between San Diego and Bakersfield.

Just relaxing along the seashore and short local trips called H. J. Whittley, D. Mason, J. Coss, G. Dimos, T. Psaras, F. L. Greenlaw, B. Fulton, C. Ingraham, E. A. Laycox and D. C. Cochran. Ben Fulton took life so easy he wouldn't even come into town to get a Catalina ticket for his wife.



Division Five

FRED MASON

Despite several little minor incidents that happened, Conductor Bert Koerner spent a very nice two weeks' vacation at Lake Tahoe. Just before starting on his way he broke the crystal in his watch. While bathing in Emerald Bay he stepped on a broken bottle and cut his foot. On the way back he broke his windshield. And when coming in to the office to O.K. for work he broke one of the lenses of his glasses. His foot was healed and all damages repaired but he is not getting too close to or handling any mirrors.

Conductor C. O. Ashton is away

for three weeks and is vacationing in Hansen, Idaho.

Motorman and Mrs. S. B. Smith are taking a nice long drive up the coast to Vancouver, British Columbia. They will stop off at San Francisco on the way back and visit with friends there and of course take in the Fair.

Conductor C. E. Burton is back in New York City taking in the World's Fair there and he will be away for thirty days.

Transfer Clerk Warren DeMuth and his wife spent part of their vacation at Big Bear, and report a very nice time.

Clerk Dick Hoyle is now cavorting around on his much delayed vacation and his first port of call will be Catalina.

A word of advice from Motorman E. A. Morris to all hunters. Loaded guns should never be carried in automobiles. Morris and three friends started out on what was to be a jolly hunting party but was brought to a very sad and abrupt end. Upon arrival at Hughes Lake the lad sitting next to the driver in the front seat, picked up his gun to get out of the auto when he accidentally knocked against the butt of a rifle which was lying across the front seat, pointed back and toward the roof of the auto. At the same time the lad sitting next to Morris in the back seat got up to get out when the rifle went off, killing the lad instantly. Morris was the first to examine the rifle which had exploded and the safety catch was ON.

Johnny Collins, Supervisor of Safety, and Bill Snyder, Superintendent of Division Five, teamed up this year and spent nine days of their vacation rough and ready style. Their first stop was at Kerrville, California, but evidently this was too close to civilization so they moved on up to a place called Road's End, and that is just what it was. On the bank of the river, with the sky as their roof, they made camp, but the first night was not so restful for Bill Snyder. He had made

his bed over an ant hill with the result that somebody had to move over.



F. F. ROBEY

Division One

Floyd Bond and family spent their vacation at Idylwild and Floyd is back looking as if it agreed with him.

G. R. Jones is the new Mechanic temporarily replacing Al Forman, who transferred to Division Five.

Division One is certainly getting back on the map with Doc smearing green paint. We wish to thank him for cleaning up the lunch table and benches. It sure makes a difference.

Assistant Foreman J. L. Bradley and wife have returned from their vacation spent at Vancouver, B. C. Reports having had a fine time and both feeling good.

Mrs. Hallie Dell King spent one week of her vacation in Oakland, California. She attended the Grand Chapter of Eastern Stars and also attended the Fair at Treasure Island.

Division Two

H. T. Brown's (Night Mechanic Inspector at 5th and Hill) mother was in a serious auto accident. She was on her way out from Albuquerque, New Mexico, to visit her son and daughter-in-law, and was badly injured in an auto wreck, but we are glad to hear she is on her way to recovery.

Paul Sherrill and family made a trip back home with his new Dodge and had a very enjoyable three weeks' vacation in the Ozark Mountains.

E. R. King and wife are spending the week of August 21 to 26 at Long Beach.

M. Yamashiro (Jimmy to you) thinks this place should be kept clean and does his best, but after being told about the Convention coming, he did a little extra—but

doesn't feel just right because he had only one visitor in the place.

Division Three

Bud Magin returned from the East with a new Plymouth. Some class.

Ed Muse went to the Fair and through the Redwoods. He says it gets real warm around Redding and Los Angeles sure looks good to him.

Q. Campbell is wearing glasses. Looks very dignified.

A. Dickerson is fixing up his new home. Fancy fences, etc. Sure is nice.

Division Four

Mr. J. B. Campbell and family are away on a weeks' vacation trip to Oregon to visit friends.

Mr. G. W. Lendy and wife are on a vacation trip to the Old Home Town down in Georgia.

Mr. Clyde Holland and family spent a few days on a vacation trip to San Diego.

Mr. Clarence Nokes is at present in the hospital very sick with stomach trouble. The boys wish him a very speedy recovery.

John Thewlis and family are at present on a vacation trip to Vancouver, Canada.

Division Five

It must be wonderful to have a vacation coming up. Here is a list of those who report a most enjoyable time and are looking forward to a better year of work and another vacation next summer: Tom Cosgrove, Vancouver and Canada; E. Hess, Malibu Canyon; Ralph and Bill Nokes, just stayed home; Andy Duncan, a week at Sequoia; Jack Eastin, home.

One thing that we do know is the fact that Assistant Foreman Ellis will have to spend his vacation at home, because his wife went fishing one day and had the misfortune to fall and break her leg in five places. At this writing she is doing as well as could be expected under the circumstances.

That new man that you see on nights is Al Forman from Division One.

Los Angeles Railway

