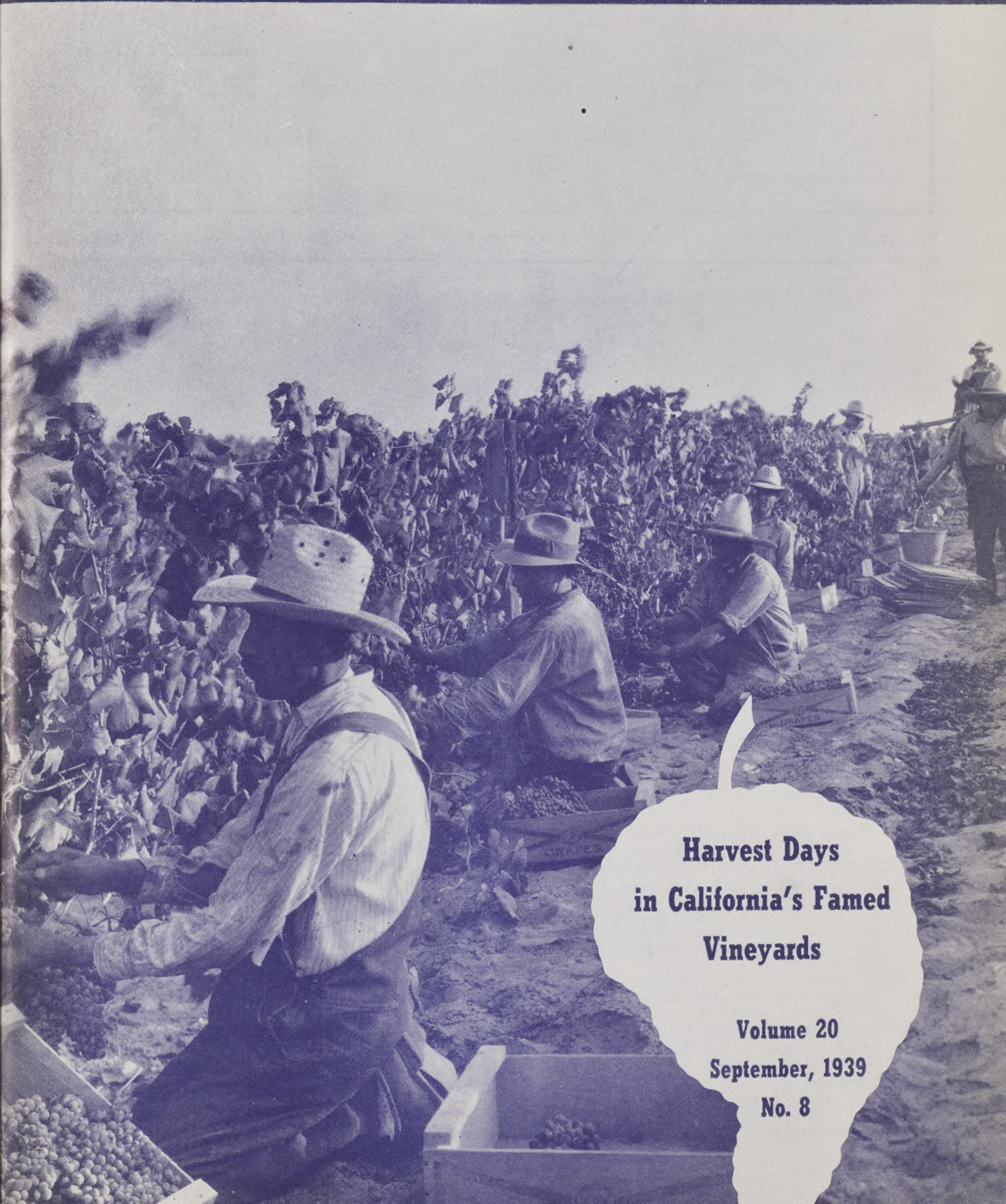


TWO BELLS



**Harvest Days
in California's Famed
Vineyards**

**Volume 20
September, 1939
No. 8**

TWO BELLS

DIVISION SCRIBES

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

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Staff Artist
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LARY REVENUE FOR AUGUST OPERATING RESULTS AUGUST, 1939 vs. AUGUST, 1938

	1939	1938	1939 Increase + Decrease— Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$ 986,947	\$ 994,203	—\$ 7,256
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)	950,891	8 90,963	+ 59,928
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	82,206	80,919	+ 1,287
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	69,759	71,254	— 1,495
Total Expenses	\$1,102,856	\$1,043,136	+\$59,720
Leaves Net Profit or Loss	—115,909	— 48,933	— 66,976

\$5000 A MINUTE!

A Few Reasons Why Transportation Has to be Fast and Efficient in the Motion Picture Industry.

By HERBERT MUELLER,
Virgil Coach Division



Top photo: Geraldine Fitzgerald below, and Bette Davis descend from their traveling dressing room.



Left: Unloading the giant arcs, preparatory to "setting the scene" in the big pines.

LIGHTS . . . Camera . . . Action!

A picture is in the making. All the hundreds of details that have to be attended to before the first foot of film can roll through the cameras have been placed and synchronized by numerous experts so that the "shooting" of the scenes can proceed with the utmost smoothness and precision. Any delay, be it ever so short, is highly expensive in the picture industry. It has been estimated that every minute of "shooting"

time consumes five thousand dollars in expenses. This includes the salaries of stars and directors, craftsmen and laborers, lights, materials, and all the other overhead expenses that make up a "million dollar production." Is it any wonder, then, if the speed with which persons and things can be moved and assembled plays a vital part in the picture making industry?

That is the reason why the smooth working of the transportation department is of such vital importance

to every studio. When one walks into the immaculately clean garages and shops on the Warner Brothers lot in Burbank one feels that everything here is keyed for hair-trigger action. At a moment's notice any of the 150 8 to 15 ton trucks can be called out to perform whatever job is requested of them. Twenty-five tractors are geared to peak performance to go out and level terrain, build roads or terraces as was done, for instance, in the picture "Good Earth" on an enormous scale. 40

mechanics keep the rolling stock in perfect condition and the equipment in the garages is practically complete. Cars may be torn down to the last nut and bolt and then reassembled again. Changes can be made in designs to suit the purposes of the director. It is, for instance, the usual practice to cut down the wheels of the old Cadillacs and other cars that are being used in World War pictures. The reason for this is that the younger generation is so unused to seeing these clumsy looking vehicles that they might create an unwanted comedy relief — and just when the hero in the dugout during a heavy barrage yells: "I can't stand it any longer!" Laughter in such places would naturally spoil the effect.

The man who runs the transportation department including the above-mentioned mechanics and 150 drivers at top-notch efficiency, is Mr. Arthur H. Klein. Mr. Klein is no arm-chair executive. Some years ago Mr. Klein belonged to the famous Durant racing team, which counted such names as Jimmy Murphy, Eddy Hearn, Earl Cooper, and Cliff Durant. He knows engines, loads and stresses and his former life on the speedway may be the reason he is down on speeders. Safe driving is essential in this work—a star who stubs her toe while being driven home, may hold up production for a few days—at an enormous expense. Incidentally, it is a practice that truck drivers never drive buses and vice versa.

One of the most interesting divisions of the transportation department is the one that houses the foreign and outmoded cars. Here we find sleek Isotta - Fraschinis, Minervas, Renaults and Mercedes cars—all designed to lend an air of reality to scenes supposed to play in other countries. At the old Warner lot on Sunset Boulevard stand the rolling prides of other years—a 1-cylinder Cadillac from 1901, a 2-cylinder air-cooled, friction-drive Duryea

from 1899, a 1900 model of a Holzman 2-cylinder road burner. There they stand and dream of past glories when their appearance on the road caused horses to rear and brought people to their front porches. No gasoline or batteries are in these cars. When a call for one of these stiff-legged grandfathers goes out, a service car with gasoline and battery rushes to the lot and a few minutes later it is chugging asthmatically down the road to re-live past glories for a few minutes in the houses of illusion.

When the call comes to go "on location" it is the time when the transportation department of a studio has to show how efficiently it can work. Trucks are loaded with "props," materials to build sets are piled high, while carpenters, electricians and other craftsmen are crowding into buses to be carried to the location to prepare the ground

for the shooting of the scenes. When a costume picture is being filmed, trucks are loaded with costumes—and that means everything from hoop-skirts to hair pins. Portable dressing rooms are part of the caravan. Camera cars are naturally imperative and when there are no connections with power lines at the location, a truck carries a 500 or 600 h.p. generator. This monster weighs about 2300 pounds and it is still a marvel to many people how a heavy truck like that can travel at 75 miles per when the occasion demands it. In short, everything has to be "on the spot," because if something has been forgotten it means costly delays and rising tempers.

Such are the tasks of the transportation department of a large studio. It shows how important this department is in the organization and how much depends on its smooth functioning.

A movie caravan takes to the woods on its way to "location".



HOW MUCH YOU GET UNDER THE REVISED SOCIAL SECURITY ACT WHICH GOES INTO EFFECT NEXT JANUARY 1

(CHART A)

BASIC BENEFITS PAID MONTHLY

To the below figures add 1 per cent for each year the person has worked since Jan. 1, 1937 until he or she dies or refuses at age 65. (See footnote A)

Average Monthly Income Until Benefits Become Payable	To wifed starting at		
	To insured person starting at age 65	To dependent child, or Parent over 65 (See footnote B)	To widows over age 65 or with dependent child
\$ 50	\$20	\$10.00	\$15.00
60	21	10.50	15.75
70	22	11.00	16.50
80	23	11.50	17.25
90	23	12.00	18.00
100	25	12.50	18.75
110	26	13.00	19.50
120	27	13.50	20.25
130	28	14.00	21.00
140	29	14.50	21.75
150	30	15.00	22.50
160	31	15.50	23.25
170	32	16.00	24.00
180	33	16.50	24.75
190	34	17.00	25.50
200	35	17.50	26.25
210	36	18.00	27.00
220	37	18.50	27.75
230	38	19.00	28.50
240	39	19.50	29.25
250	40	20.00	30.00

Footnote A—For example: If a person has worked 10 years before he retires at 65 and his earnings average \$120 a month, his benefit of \$27 a month will be increased by 10% (1% for each of the 10 years) or \$2.70 and he gets \$29.70 a month. This same increase applies to the benefits in columns two and three. The \$13.50 benefit in column two will be increased by \$1.35 or a total of \$14.85. The \$20.25 benefit in column three is increased by \$2.03, making a total of \$22.28.

Footnote B—After a man is age 65 and his wife reaches that age she is entitled to a monthly benefit.

Dependent children are those under 16 years of age or 18 years of age if attending school.

Benefits are paid parents only in case there is no widow or there are no children.

Table compiled by The Business Journalist.

(CHART B)

MONTHLY BENEFITS

Years Employed Under Social Security Act (starting 1937)	MONTHLY BENEFITS			
	To Husband Starting at age 65	To Wife Starting at age 65	To Widows over 65 or with dependent children*	To Dependent Child* or to Parent over age 65.
Average Monthly Wage \$50				
3	\$20.60	\$10.30	\$15.45	\$10.30
5	21.00	10.50	15.75	10.50
10	22.00	11.00	16.50	11.00
20	24.00	12.00	18.00	12.00
30	26.00	13.00	19.50	13.00
Average Monthly Wage \$100				
3	25.76	12.88	19.31	12.88
5	26.25	13.13	19.69	13.13
10	27.50	13.75	20.63	13.75
20	30.00	15.00	22.50	15.00
30	32.50	16.25	24.38	16.25
Average Monthly Wage \$150				
3	30.90	15.45	23.18	15.45
5	31.50	15.75	23.63	15.75
10	33.00	16.50	24.75	16.50
20	36.00	18.00	27.00	18.00
30	39.00	19.50	29.25	19.50
Average Monthly Wage \$250 or More				
3	41.20	20.60	30.90	20.60
5	42.00	21.00	31.50	21.00
10	44.00	22.00	33.00	22.00
20	48.00	24.00	36.00	24.00
30	52.00	26.00	39.00	26.00

*Dependent children are those under 16 years of age or 18 years if attending school.

Table compiled by The Business Journalist.

"KRIEGSGEFANGENENGELD"



E. J. Roche, Division 5, contributes these photos of world war prison camp stamps and the accompanying notes. He should be familiar with these camps. He was in 25 of them!

During the World War, prisoners of war who arrived in Germany's X Armeekorps Area, if, indeed, not in all Armeekorps Areas, with real money in their possession were given "Kriegsgefangenenengeld" in exchange for such real money.

Some prisoners of war camps had canteens where prisoners could buy pens, ink, pencils, writing paper, needles, thread, saccharine, matches, "ersatz" (substitute) tobacco and cigarettes—and, in some few, even wine and beer!

PRESENTING Mrs. Paul Brown, President of the Women's Club and Editor of Two Bell's new Women's Page.

Contributions and suggestions are invited from all LARY ladies.

Address your communications to Two Bells, care of Mrs. Brown.



The

much to the expectations of your guests.

SPICED CIDER

2 quarts cider
½ teaspoon nutmeg
2 teaspoons allspice
1 teaspoon ground cloves
4 2-inch sticks cinnamon
juice 4 oranges
juice 2 lemons
1 cup sugar
4 tart apples

Remove cores from apples and cut in rounds. Bake until tender but not too soft. Add spices, fruit juices and sugar to cider and bring to the boiling point. Put baked apples in a punch bowl and pour the hot cider over them. Serve hot.

The Black Magic Chocolate Cake can be prepared in the morning and slipped into the refrigerator until ready to serve.

BLACK MAGIC CHOCOLATE CAKE

2 squares unsweetened chocolate
1 can sweetened condensed milk
½ cup water
⅓ teaspoon salt
1 cup cream, whipped
24 vanilla wafers

Melt chocolate in top of double boiler. Add sweetened condensed milk and stir over boiling water for 5 minutes, until mixture thickens. Add water and salt and mix well. Chill and then fold in whipped cream. Pile 4 wafers on top of each other and spread chocolate mixture between each wafer and on top and sides. Serves 6.

NOTE: If you prefer to make a large cake from this mix, line an oblong pan with wax paper. Cover with chocolate mixture. Add layer of vanilla wafers, alternating in this way until the chocolate mixture is used, finishing with layer of wafers. Chill for 12 hours or longer. To serve, turn out on small platter and carefully remove wax paper. Cut in slices. Garnish with whipped cream, if desired. Serves 8.

Hallowe'en Hostess

By PRUDENCE PENNY

Reg. U. S. Pat. Off.

Home Economics Editor, of the
Los Angeles Examiner.

CONGRATULATIONS and much success to your new Women's Page in Two Bells. Thank you for the courtesy of allowing me to contribute a small bit to this first page. You know, I feel that I am a member of your own family for we enjoy to the fullest our offices in your building. Won't you feel free to call on us whenever we can be of service?

As this comes off the press, you will in all probability be thinking about that spooky Hallowe'en party when the goblins will get you if you don't watch out, when the owls hoot and the black cats run around wild.

In the middle ages when Hallowe'en ghosts were taken seriously, the symbol of the black cat on the family table was supposed to be a magic talisman that warded off evil spirits. Even though we don't fear marauding ghosts, nowadays, the black cat is still a favorite symbol for All Saints Day festivities and its fun for cooks to practice a little black magic of their own.

Individual chocolate cakes adorned with Hallowe'en cats outlined in whipped cream or marshmallows make a properly spooky dessert and their simplicity of preparation makes them doubly welcome.

Young and old alike will enjoy this concoction, so the refreshment angle of a Hallowe'en party can be very simple. 'Tis true the celebrations for the youngsters differ somewhat for this festive occasion and right here we can be of material assistance to you.

We have complete bulletins on Hallowe'en parties for children and Hallowe'en suggestions. The first one will take care of the children and the latter will start you well on the way to a party for the grown-ups. Either or both are yours for the asking. Drop into the office, or call us or drop us a line and your Hallowe'en difficulties will be at an end.

If the traditional doughnuts are your choice for Hallowe'en refreshments, may I suggest that you include a spiced cider. It will add zest and flavor appeal. It is served piping hot, and should be cooking during the evening, for its aroma adds

Woman's Page...

ON THE BEAUTY SUBJECT

By JUDITH MERRILL, *Beauty Editor,*
The Los Angeles Examiner

You don't have to be the wife of a millionaire to keep your good looks! Not in this modern age when scientific wonders are at your beck and call for "little money."

The first essential to skin beauty is proper diet and good health. No skin can be firm and clear if the diet lacks nourishing foods and elimination is faulty. So, first, be sure that your diet contains such foods as butter, cream, milk, eggs, meat, and a variety of green vegetables, unless you have some ailment which prevents you from eating any one of these things.

A glass of hot water with the juice of half a lemon a half hour before breakfast is one of the finest tonics that you could possibly take. It stimulates the liver and flushes the kidneys.

The second requisite for a beautiful complexion is cleanliness. If the skin isn't properly cleansed, the pores fill with plugs of grime and make-up and become distended. A thorough cleansing also tends to stimu-

late the under tissues and sebaceous glands which throw off an oily substance to lubricate the skin. Very often this secretion remains in the pore, distending it until it becomes enlarged. Improper function of the sebaceous glands can be attributed directly to the lack of stimulation.

In this dry, arid climate, it is best to cleanse with cream, and if you prefer to use soap, the two can be used together. First cleanse the skin with cream, patting it on lightly, and beware of massaging the cream into your skin with harsh movements. For this breaks down the tender little capillaries beneath the surface. Remove surplus with soft paper tissues and then you may apply a generous lather of soap. Try applying the soap with your fingertips and allowing the soap to remain on the skin for a minute or two before removing it with warm water, then rinsing with cold. If you use a special type of green skin soap it will serve as a skin tightener, too, because the action is astringent.

Judith Merrill will be happy to answer any of your beauty problems by mail. Be sure to inclose self-addressed, stamped envelope.

HOW TO PLAN AND MAKE YOUR BULB GARDEN

By A. W. PIETERS

Germain Seed and Plant Company

October is the ideal month for planning and planting your Spring Bulb Garden. In choosing locations for the various species it is important to bear in mind the amount of shade and sunlight required by each variety. Tulips and Hyacinths prefer semi-shady and even shady locations, while Watsonias, Ranunculus and Anemones do best in full sunlight. Some varieties like Dutch Iris and Narcissus will do well in almost any location.

In preparing the soil, it is well to remember, that most bulbs prefer a soil neither too heavy or too light and rich in humus. If the latter is lacking be sure to mix in plenty of Peat or Leaf Mold. If you want to enrich your soil you may use manure if it is well rotted. It is best to apply the manure at least two months before planting time and not in too large quantities. Most bulbs do not like fresh manure or even well rotted manure in large quantities and lack of caution in this respect has ruined many a bulb garden.

Of the fertilizers bonemeal is to be recommended above everything else. It is best to apply bonemeal to the soil below the bulb. This can easily be done by mixing in a teaspoonful or so to the soil at a depth of an inch or two below the bulb when planting it, leaving a space of soil free of bonemeal immediately below the bulb.

The best method for planting bulbs in the ordinary home garden is to set the bulbs in individual holes. However in doing this two things should be watched carefully. First to get them in to the proper depth and second to have the hole so broad at the bottom, that the bulb will sit firmly on the soil and not be left suspended over an air pocket or a space of loose soil. If the soil is on the heavy side, it is advisable to drop a handful of sand in the bottom of each hole.

Besides the varieties of bulbs mentioned above, there are many species ideally suited for naturalizing among trees and shrubbery, like: Snowdrops, snowflakes Scillas, Grape Hyacinths, Allium, Ornithogalum, Crocus and many others.

On the opposite page Prudence gives you the recipe for these lucky Hallowe'en Black Magic chocolate cakes.



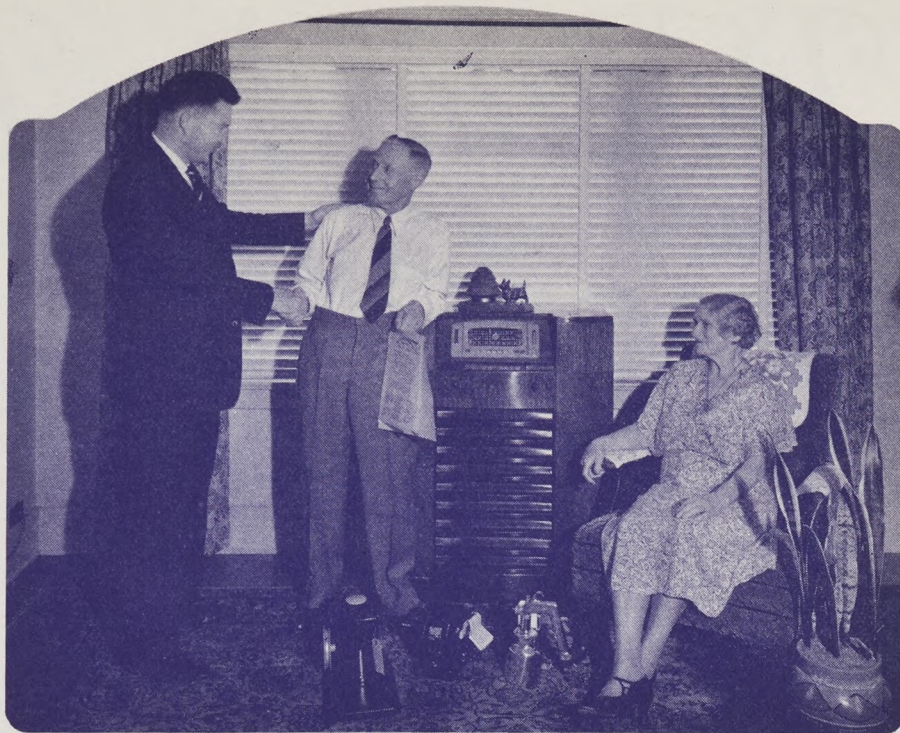
W. T. Brown Retires After Long Service

AS indicated by his advancement during the years of his employment, W. T. Brown, General Foreman of Car Houses, who retired in August, after serving with this company 39 years, was an outstandingly loyal and progressive employe. By his constant diligence he built up a splendid reputation in the eyes of his supervisors for both his thoroughness and dependability. Also, by his untiring efforts, he accumulated a very thorough knowledge of the operation of the various parts of the electrical and airbrake equipment. During his entire career as a supervisory man, he was very painstaking in passing this knowledge on to the men whom he supervised and with whom he worked.

He was instrumental in organizing the Instruction Room located at Division Two, in which was installed a complete "HL" control equipment and airbrake equipment similar to that used on our Types H and K cars. This Instruction Room also contained many other detailed items of equipment and Mr. Brown spent literally hundreds of hours in training his personnel to a better knowledge of the design and functioning of this equipment.

During that portion of his career while acting as Foreman of Division One and General Foreman of Car Houses, he was primarily responsible for changing the major portion of the inspection and repair work from nights to day work.

He also played a very large part in formulating and putting into practice the present systems of car and equipment inspection now used on our properties, and which have been one of the greatest influences in enabling our company to be out-



On the recent presentation of farewell gifts by his many friends, Mr. Brown, center, is receiving congratulations on his splendid service record from A. L. Davis. Looking on is Mrs. Brown.

standing in its standard of equipment service and maintenance. He also accounted in large measure for putting into effect our present cost accounting system which has enabled us to carry on a continual analysis of our maintenance costs and thereby keep these costs at a minimum.

There is no question but what all

of Mr. Brown's associates in the Mechanical Department, including both men and supervisory force, will greatly miss him, and we all hope that he will have many years in which to enjoy his several hobbies, which include raising prize flowers, reading good books and listening to good music.

A. L. DAVIS PROMOTION

A. L. Davis has been appointed General Foreman of Car Houses, replacing W. T. Brown who retired on account of illness.

Mr. Davis came to us from the industrial construction field and had considerable experience in different phases of construction work.

He entered the railway service in September, 1931, as a mechanic at Division Two, and was transferred to the South Park machine shop when that Division was closed. He served in the machine shop for approximately three years learning some of the details and refinements

of car equipment and machine work.

During the reconstruction programs of the Type "H" and Type "K" cars, he served as Assistant Mechanical Inspector, and later was given several special assignments from the office of the Superintendent of Equipment.

In September, 1938, he was appointed Acting General Foreman of Car Houses on account of Mr. Brown's illness, and as indicated above, was appointed General Foreman of Car Houses at the time of Mr. Brown's retirement.

NEWS FROM LARY SICK FOLKS

By R. A. PIERSON,

Superintendent of Personnel

During the month of August there were 22 employes confined to the hospital, which represents 170 hospital days. The cost of the hospital service was \$1,132.00.

Regret to report the death of one employe and one former employe who was covered under the extended death benefit clause of our group policy. The employe who died was covered under our regular group policy. Regret to report the deaths of the wives of three employes, who were members of the Wives' Death Benefit Fund Plan.

During the month of August there were 148 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

The wife of Harry Alfred Russell, Clerk, Division 3, died August 27, 1939.

The wife of T. A. Brewer, Motor-

man, Division 1, died September 8, 1939.

YELLS

Best wishes to:

Patricia Ann Shea, born to Conductor (Division 1) and Mrs. R. E. Shea, on August 27.

Jerry J., born to Coach Operator (16th Street) and Mrs. J. H. Mabey, July 23.

Penelope Eileen, born to Coach Operator (16th Street) and Mrs. J. P. Pennington, August 19.

Linda Louise, born to Coach Operator (16th Street) and Mrs. Albert E. Turton, August 25.

Yvonne Lucille, born to Welder (Vernon Yard) and Mrs. Al Curfman, September 18.

Honey Jacquiline, born to Car Repairer (Division 1) and Mrs. D. L. Fortney on August 29.

James Renwick, born to Car Repairer (Division 1) and Mrs. R. M. Ells, September 11.

Virginia Eilene, born to Motorman (Division 4) and Mrs. H. Hickman, on September 2.

Dennis Robertson, born to Car

Repairer (South Park Shops) and Mrs. Vernon Brown, September 4.

BELLS

Congratulations to:

Motorman L. J. McCulloch (Division 1) married to Miss Florence McClain on September 15.

Conductor M. E. Schrock (Division 1) married to Miss Virginia Evans on September 5.

Conductor H. W. Morrissey (Division 1) married to Miss Maribelle Cunningham on September 12.

R. A. Hogan (Division 1) married to Miss Bernice Rainey on July 22.

Motorman Arthur C. Jones (Division 3) married to Mrs. Josephine Jones on September 6.

Coach Operator C. W. Sears married to Iris H. Avey on September 1.

PENSION ROLL

Joseph Louis Hoffman, Motorman, Division 5, was placed on the Pension Roll, effective August 23, 1939. Mr. Hoffman entered the service July 8, 1912, as Motorman, Division 5. His present address is 3414½ Tallman Street, Los Angeles.

NEW BOOKS IN THE LIBRARY September

TRAFFIC & SAFETY

TRAFFIC CONTROL AND SAFETY: A selected list of references. 1939.

Compiled by Emma G. Quigley, Librarian. Over 150 references to traffic problems such as Accident Prevention, Drivers & Driving, Fumes & Gases, Mass Transportation, etc.

UNIFORM VEHICLE CODE. Latest amendments to the Uniform Vehicle Code. 1939.

UNIFORM TRAFFIC CONTROL DEVICES. Latest edition, February, 1939.

PUBLIC RELATIONS

PUBLIC RELATIONS: a list of references. 1939. References to theory and practice in public relations.

OCCUPATIONAL DISEASES

SILICOSIS PREVENTION: Dust control in foundries. 1939. An outline of some of the tried and proved means of reducing the hazard due to silica dust in foundries.

BRAKES

THE STORY OF THE BRAKE SHOE.

1938. How the Romans used to brake their chariots. How a railroad train used slaves to stop its trains. Which railroad first put air brakes on freight trains. How the modern brake shoe was developed. Well illustrated.

TRADE

FOREIGN TRADE OF LOS ANGELES AND LONG BEACH HARBOR IN 1938. L. A. Chamber of Commerce. A compilation of exports and imports by commodities and countries also by markets of destination and origin.

STATISTICS (California)

CALIFORNIA FACTS AND GENERALITIES AS OF JULY 15, 1939. L. A. Chamber of Commerce, Research Department. State song, motto, system of legislation, number of counties, etc.

METALS

PHOSPHORUS * IRON ALLOYS. A report of general research upon influence of phosphorus in low carbon, low alloy steels. 1939. Charts and illustrations.

BLUE PRINT READING

SIMPLE BLUE PRINT READING. 1939. Special reference to welding and welding symbols. Diagrams.

PUBLIC SPEAKING

PUBLIC SPEAKING SELF TAUGHT. 1938. How to prepare and deliver a speech with examples and suggestions for many occasions.

MAGAZINE ARTICLES OF INTEREST

Index to Transportation Men of the West. Brief biographical sketches of key men in our industry. Mass Transportation. July 1939.

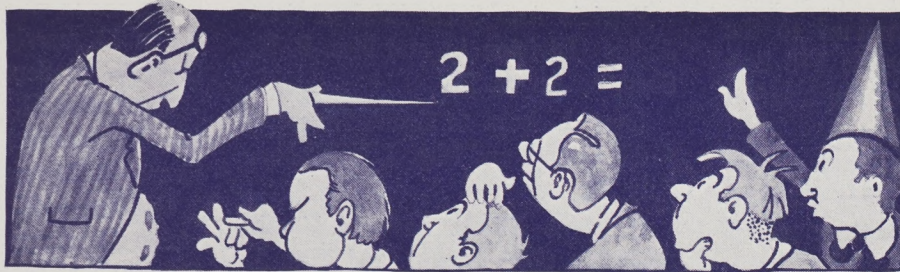
Southern Pacific Builds Modern Coach

Yard at Los Angeles: Built in connection with the union passenger terminal and provides water, air, steam, and air-conditioning and battery-charging power to car servicing tracks. Railway Age, September 9, 1939. p. 367.

American Transit Association Convention Makes History.

Report of the convention and its accomplishments. Mass Transportation. August 1939. p. 231.

Professor Knowzall's Exam



PROFESSOR KNOWZALL IS BACK AGAIN WITH A NEW SET OF QUERIES AND IS MAKING IT EASIER FOR US THIS TIME BY SUPPLYING FOUR ANSWERS UNDER EACH QUESTION, ONE OF WHICH IS CORRECT.

COUNT 10 FOR EACH QUESTION PROPERLY ANSWERED. A SCORE OF 60 OR BETTER IS ABOVE AVERAGE.

ANSWERS ON PAGE 23

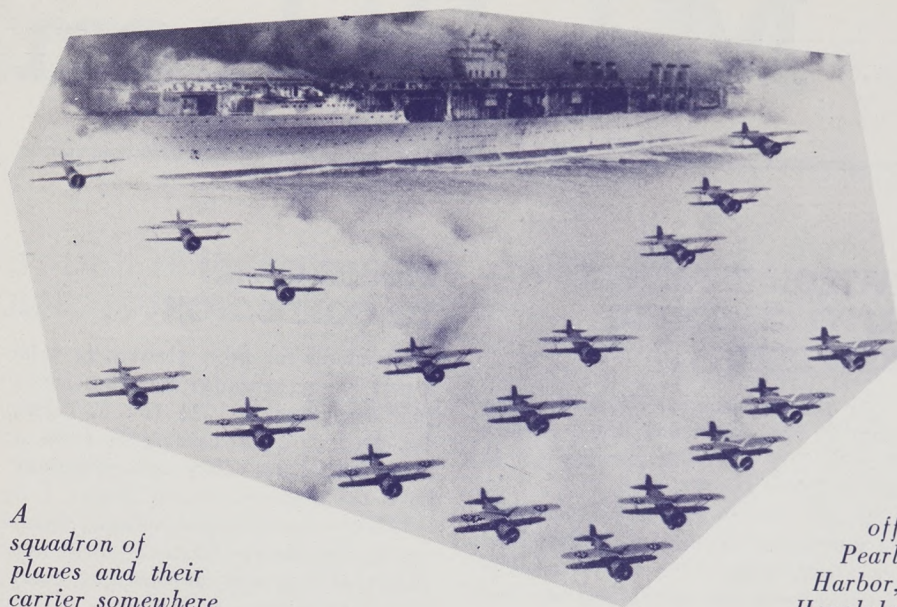
1. On what day of the week do we carry the most passengers?
(A) Thursday. (B) Saturday. (C) Tuesday.
(D) Monday.
2. What employe as of October 1st, has the longest record of continuous service with the Railway and is still on active duty?
(A) W. H. Snyder, Superintendent, Div. 5. (B) Milton Hersom, Motorman, Div. 3. (C) L. B. Yeager, Superintendent of Lines. (D) Charles Coover, Messenger, Transportation Department.
3. What department discharges the following duties: Analyses the operations of the company, forecasts the probable changes in patronage and revenues, and prepares factual material for public hearings?
(A) Operating Department. (B) Research Department. (C) Engineering Department. (D) Legal Department.
4. Approximately how many transfers are collected daily on our lines?
(A) 150,000. (B) 75,000. (C) 310,000.
(D) 250,000.
5. Our streetcars are operated on 600 volts Direct Current. When the power comes originally into our substations to be converted into the above voltage, how many Alternating Current volts does it carry?
(A) 6000. (B) 21,500. (C) 16,500.
(D) 12,000.
6. Which of our rail divisions had the least number of accidents PER CAR MILES OPERATED for the first six months of 1939?
(A) Division 1. (B) Division 3. (C) Division 4.
(D) Division 5.
7. How many gallons of gasoline, approximately, are used monthly by this company?
(A) 45,000. (B) 270,000. (C) 90,000.
(D) 195,000.
8. Trainmen are required to see that passengers smoke only in sections provided for same. Is this regulation due to:
(A) City Ordinance. (B) Company order. (C) Public opinion (D) State Railway Commission ruling.
9. How many of our streetcar lines excluding shuttles, do not come into downtown Los Angeles?
(A) 7. (B) None.
(C) 2. (D) 6.
10. How many miles per hour PER SECOND may a P.C.C. Streamliner be slowed up?
(A) 10 to 12. (B) 8 to 9.
(C) 3 to 4. (D) 5.

EDITOR'S NOTE:

In the August number of TWO BELLS, the answer to the following question was omitted:
How much did the company spend on medical service for the employes medical plan in 1938 over and above the \$1.00 per month paid by each employe? (Consider your answer correct if you come within \$10,000 either way).

Answer: \$45,762.00.

FLYING HIGH



*A
squadron of
planes and their
carrier somewhere*

*off
Pearl
Harbor,
Honolulu*

Division 5 Trainman Former Flyer

By C. J. KNITTLE

WHEN twelve U. S. Navy planes zoomed out of San Diego on Jan. 28, 1937, for a non-stop flight to Honolulu, few people would have gambled on its complete success. But Arthur Willis Andrew, radioman on the fourth plane, to take off, was confident to the extent that he had tucked into his pockets forty letters from the children of Alice Birney School in San Diego to the children of Kapalama School in Honolulu.

Twenty-two hours later Andrew rushed into the Kapalama School, delivered the letters to the teacher, and today forty Hawaiian tots are keeping up a regular correspondence with their forty American "cousins" in San Diego.

This, however, was just one incident in the Naval career of Arthur Andrew. Born in Long Beach, California, and educated in De Soto, Wisconsin, Andrew topped his schooling with four years' training in Lyon Military Academy at Coehr D'Lene, Idaho.

Enlisting in the Navy at Santa Barbara, California, on December

21, 1922, he was sent to Goat Island, near San Francisco, for preliminary training. Two months later, he was assigned to the U.S.S. Pennsylvania where he earned the rating of Optical Gunners Mate.

In April, 1925, Andrew changed to radio and spent the following three years at the Naval Radio Station on St. Paul Island, a bleak possession in the Bering Sea, 250 miles from the Alaskan shore. On one occasion a fellow-radioman became insane from the isolation and Andrew was obliged to accompany him to the Navy Hospital at Seattle. Three weeks later they arrived at the institution. The lad has become a raving maniac and Andrew, having handcuffed the lad's wrist to his own, was so utterly exhausted the doctor was not quite sure which was the patient.

Later, preferring sea duty, Andrew was transferred to the U.S.S. Mississippi and made a cruise to Hawaii, thence to Panama and New York. From this he returned to radio service, serving two years at the Naval Radio Station in Washington. Again requesting sea duty, he was assigned

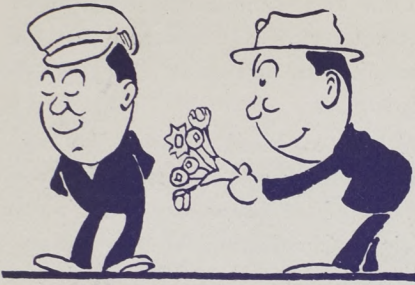
to the U.S.S. Saratoga but a short time later was transferred to the Hawaii area and spent five years in Honolulu.

There at Pearl Harbor he was taught to fly and it was during one of the base maneuvers at French Frigate Shoals that Andrew's plane, in taking off, struck a reef and turned over. In his haste to evacuate the sinking plane, Andrew seized a bag supposedly containing his parachute. It turned out to be his emergency rations of brown bread and beans and so intensely amused his service-mates that he will always be remembered by Navy birdmen as just plain "brown bread and beans."

In October 1936, Andrew was assigned to a squadron embarking for San Diego to attempt the non-stop flight of twelve Consolidated Patrol Planes to Honolulu. This turned out to be a great success, the planes covering the 2553.75 statute miles in 22 hours.

At Hawaii, Andrew was re-assigned to the U.S.S. Ranger from which he was temporarily attached to the U.S.S. Lexington for scouting squadron duty in the historic search for Miss Amelia Earhart. Speaking of this experience, Andrew affirms that the Navy flyers exercised almost superhuman efforts to locate the courageous Amelia and her companion, flying low over the tropical waters and miles from their carrier-ship, the planes covered 60,000 square miles in their futile search. Returning to the U.S.S. Ranger, Andrew embarked for Hawaii to participate in the 1938 war games.

Ending his sixteenth year of honorable service January 5, 1939, Arthur Willis Andrew was granted the customary pension for Radioman Second Class, and retired from the Navy. On May 26, he entered the Los Angeles Railway service as a motorman at Division Four and his excellent record indicates that he works as he served his country—doing each task the best he knows how.



Mr. Patron

NO. 2852 DESERVES RECOGNITION . . .

"Noticing the helpfulness, kindness and courtesy to the fellow-passengers on the Temple street car yesterday, I was much impressed and decided then to send in the number of conductor 2852 (*R. G. Monahan, Div. 3*), which I secured from a fellow-passenger. She too remarked of his alertness in every direction. I was even more impressed by his kindness when he helped me off the car and across the street. It was my old age and he noticed my white cane that prompted him to this kind act. He certainly deserves special recognition and praise from the Company.

"I want to again thank conductor 2852 and also the Company for the excellent service on your street cars."

LOUISE D. REID,
114 N. Carondelet,
Los Angeles.

URGES STRONG COMMENDATION . . .

"On Thursday evening of this week, Sept. 7, I boarded your bus, No. 3203 at N. Figueroa Street and San Fernando Road at 8:00 P.M.

"The driver of the bus, No. 757, (*W. A. Knight*) so impressed me by his courteous, helpful attitude to his passengers that I feel he deserves strong commendation. His attitude toward two old ladies, one of whom was quite crippled, was particularly commendable.

"Nor was this all—his expert handling of the bus outside the "Mixville Market" averted what could have been a bad accident, when a private auto passed him on his left and cut across in front of him to enter the market parking lot.

"It was such a pleasure to travel with this member of your personnel that I feel you ought to know about it. My husband, who was with me, heartily endorses what I have written."

MRS. H. P. LESTER.
445 Cedar Street,
Los Angeles

PATRON EXPRESSES APPRECIATION OF KIND DEED . . .

"To the conductor on No. 9 car going south at 39th Street and Grand Avenue, 7:45 to 7:47 A.M. this morning. (*S. E. Merriweather, Div. 5*).

"I had occasion to put my grandchild on your car at time and place designated above and, because of a worried mind at the time, neglected to see that she had her fare. Immediately after the car started in motion I was panicky over the situation.

"The conductor took charge of the situation and paid her fare and it is my purpose to thank him heartily for not putting her off.

"I am enclosing a token and wish to apologize sincerely for the neglect.

"Thanking you is a mild way of expressing my appreciation and you are to be commended for your kind deed.

"Wishing you the best of luck in all ways, I am,"

LUCILLE U. HILTSCHER,
3904 S. Flower Drive.
Los Angeles

"DISTINCTIVE COURTESY" . . .

"May I take this occasion to call your attention to an unusual act of courtesy on the part of one of your drivers.

"On Monday afternoon, August 21, 1939 I was riding west on the Beverly Hills Express line. At about 2:45 your driver No. 756 (*T. F. Richter*) had brought the coach to a stop at a traffic signal on a busy corner in Beverly Hills. He noticed a blind man at the curb who apparently wished to cross the street. Your driver immediately left the coach, escorted the gentleman across the street, and was back at his controls scarcely five seconds after the light had turned green.

"Distinctive courtesy of this kind should not go unnoticed."

EDWARD A. WHITE.
541 Front Street,
Norwalk, Calif.

PRAISE GIVEN TO CONDUCTOR . . .

"It affords me great pleasure to write a note of commendation regarding one of your conductors No. 584 (*W. E. Griffis, Div. 4*). I am a passenger on the I line at least four times daily and frequently he is the conductor.

"Always courteous and obliging, assisting the crippled or infirm, or those passengers who are over-burdened with heavy parcels, rendering such services in a self-effacing manner, which, I assure you, has not gone unnoticed, either by myself or others. I have overheard many words of praise.

"Thought you might appreciate knowing these things."

HAZEL S. LYFORD,
120-130 S. Grand Ave.,
Los Angeles

MOST GRACIOUS TO WRITER'S MOTHER . . .

"May I take this opportunity to express my appreciation to one of your drivers of your coach line on Sunset Boulevard No. 574 (*R. D. Crandall*) for his outstanding courtesy to my mother yesterday morning. She was bound for Hemet Street near Laurel and had some difficulty in knowing which way to go. The above mentioned driver was most gracious to her and enabled her to reach her destination without a great deal of trouble.

"I feel certain that many people have the same courtesies extended to them by your efficient drivers but do not take the time to write your company to express their gratitude for such splendid service, however, I know if they do happen upon maybe one who is discourteous they do not hesitate one second to report same. I am therefore indeed grateful to live in a city where the motor coach lines are controlled on such a fine standard and again my personal thanks to driver 574."

ALBERTA HUGHES,
8758 Holloway Drive,
Hollywood.

Speaks Up



"S" LINE TRAINMAN GIVES FINE SERVICE . . .

"A young man on your "S" line is the reason for this outburst of applause and praise. His cap proudly bears the number 537 (*A. J. Bell, Div. 1*).

"I have ridden with him many times and I (among others) have noticed his cheerful and considerate attitude. He plays no favorites with his grin and helping hand. Male and female, young and old alike are the lucky recipients of his kindness. His management of situations which require quick thinking and instant action are second only in his tact and understanding of difficult situations (and I've noticed a conductor has an appalling amount of these). I've been using your service a little over a year and I've never had reason to complain, but this is the first time I've been moved to write.

"I should like very much to have this young knight of LARY know how his public feels toward him, and if there is some way possible of letting him know without my telling him direct, I would appreciate it."

MRS. JOHN ASHBURY,
1532 E. 62nd St.,
Los Angeles.

ASSISTANCE TO RIDERS . . .

"I am writing to tell you of the courteous treatment your conductor 2863 (*E. R. Auffart, Div. 4*) accorded a drunken man who was quite belligerent on the car on Saturday night, August 5. He handled him with much diplomacy.

"I also noticed him helping an elderly couple, with heavy baggage when leaving this car. This was all done so willingly and helpfully that we cannot refrain from making mention of it to you."

G. M. RICHMOND,
MRS. F. MAE RICHMOND,
3244½ Hope St.
Huntington Park.

A FRIEND INDEED . . .

"Just a word of thanks for one of your conductors. One day last week I had been shopping and was heavily laden with packages. I wanted to take the B car going to City Terrace. Due to traffic, I was unable to get to the car zone. I was standing on the curb and Conductor No. 1162 (*C. H. Hughes, Div. 1*) saw me and held the car while he helped me with my packages. I think he is deserving of a lot of praise for being so kind and considerate."

MRS. R. S. ZOBOLSKY,
1437 Volney Drive,
Los Angeles

WORTHY OF SPECIAL MENTION . . .

"Please excuse the pencil as I am writing this on the street car."

"Commending Motorman 2195 (*I. K. Howell, Div. 3*), on W car No. 1504 for unusual courtesy and consideration shown to a blind man leaving his car at a busy traffic intersection. This is worthy of special mention."

WALTER D. WEBB, *Repr.*,
Suite 900 Board of Trade Bldg.,
111 West Seventh St.
Los Angeles

From Our Mail Sack Also Come Letters of Commem- dation to . . .

TRAINMEN

A. W. Andrew, Div. 4.
E. V. Athenous, Div. 1
E. R. Auffart, Div. 4
J. T. Ball, Div. 4
J. P. Bean, Div. 4
C. E. Benton, Div. 4
J. L. Bradford, Div. 4
A. M. Brim, Div. 1
W. F. Brim, Div. 5
W. R. Briscoe, Div. 4
W. G. Brooks, Div. 4

V. E. Cromb, Div. 4
**R. E. Damm, Div. 4
C. C. Dotts, Div. 4
L. M. Edwards, Div. 5
C. W. Ehrhart, Div. 5
N. J. Eller, Div. 3
D. L. Fluitt, Div. 4
W. D. Gilmore, Div. 1
E. W. Goodman, Div. 3
J. W. Gore, Div. 1
J. L. Gray, Div. 5
H. H. Hall, Div. 1
E. E. Hayes, Div. 3
G. H. Held, Div. 1
C. I. Jones, Div. 5
H. F. Keiser, Div. 1
I. J. Kramer, Div. 3
J. A. Martin, Div. 3
W. S. McDonald, Div. 3
C. O. McGann, Div. 3
L. G. Miller, Div. 4
R. H. Minniear, Div. 4
V. E. Munyer, Div. 5
I. Nelson, Div. 4
*E. W. Park, Div. 1
H. D. Plank, Div. 4
R. Poling, Div. 3
W. D. Potts, Div. 3
G. O. Pritchett, Div. 3
J. W. Prutsman, Div. 3
H. E. Rardin, Div. 3
R. J. Stevenson, Div. 3
T. H. Thoming, Div. 4
H. E. Trusedell, Div. 3
C. E. Zimmerman, Div. 3

COACH OPERATORS

K. C. Baker, Inglewood
D. G. Barstow, Wilshire-Fairfax
**R. D. Crandall, Sunset
A. G. Gribbing, Melrose
A. J. Grode, Normandie
O. G. Jordon, Sunset
C. D. Kelley, Sunset
C. H. Martin, Sunset
G. J. Palmer, Melrose
J. A. Pia, Florence
*R. L. Robinson, Santa Monica Express
L. H. Speer, Silverlake
W. Y. Stearns, Silverlake
V. L. Simmons, Western
Note: Each asterisk represents one additional commendation.

CANDIDLY SPEAKING



CAMERAMAN INVADERS LINE DEPARTMENT AND 16th STREET GARAGE

(1) R. Larsen (Motor Coach Div.) sees that gas gauge is kept in tune. (2) The Henry Gang answering the 8 o'clock bell. (3) A. Young wiping a bit of dust off L. J. Turley's car. (4) H. Mesner and R. McDevitt appear to be discussing the "pros" and "cons" of the heat wave. (5) Mr. Turley inspecting line gang equipment. (6) Warm days keep Frank Whittley waiting while E. C. Welch drinks from canteen. (7) Notice Carl Brown's business-like manner as he consults order book. (8) W. Moody and W. Gaus see to it that the appearance of our coaches is first-class. (9) Those warm days kept Line Foreman Moser handy to the refreshment container, and we don't blame him. (10) Electrical Engineer Turley sees to it that Line Foreman Moser receives proper instructions. (11) It looks as though the phone gang is interested in what W. V. Yandell is reading to them. (12) Did you ever see anybody look quite so contented as J. Sparole, guardian of the gate at 16th Street Garage?

VETS' CLUB

By E. J. ROCHE,
Publicity Chairman

The September meeting, held in Patriotic Hall on Tuesday, September 12, was well attended and very enthusiastic. Commander Tolle called the meeting to order, and Past Commander Len Barkley and his fine color party posted the colors in a very imposing ceremony. Because of the unavoidable absence of Chaplain Harold Nelson, Comrade Ed Roche officiated as Chaplain.

The box supper proposed by Comrade Freivogel was unanimously adopted and will be held in Patriotic Hall on Saturday, October 7. All our friends are invited to attend. There will not be an admission charge.

The annual Hallowe'en party and dance will be held in Patriotic Hall on Saturday, October 28. Admission, as usual at these enjoyable affairs, is only twenty-five cents. It is desired that all wear costumes—there will be prizes for the best costume in each class, or type. However, if some do not care to wear costume, that will be quite all right. Costume or no costume, all wishing a happy evening should come to our Hallowe'en party and dance on Saturday, October 28.

Past Commander James Madigan was named as chairman of a committee to arrange for our participation in the Armistice Day parade.

The club appreciates the fine publicity given it by Two Bells" and extends thanks to Editor Frank C. Lydiard and his fine staff. It is hoped Mr. Lydiard will honor one of our meetings with his presence.

Commander Bob Manning of L. A. Railway Post No. 541, American Legion, and Commander Scott of Union Labor Post, American Legion, were welcome guests and were called upon by Comander Tolle to give short talks. Both responded and were loudly applauded.

Our October meeting, to be held in Patriotic Hall on Tuesday, Oc-

VETS and CLUBS

tober 10, will be conducted by the Order of the Sword.

Comrades Freivogel, Jack Carlin, Staten and Blakeley are grooming the Order's "goat" and they say it is in fine fettle, rarin' to go, ready for heavyweights (watch out D. D. "Mac"!) and all. All members should come up and enjoy the fun.

The September meeting ended with delicious light refreshments served by the Ladies' Auxiliary. Comrade Roche was the lucky one to win the "Mystery Package." The club and Auxiliary congratulated Comrade Freivogel and extended their best wishes to his lovely and charming bride.

VETS' CLUB AUXILIARY

By ELLA M. HOYLE, *Secretary*

The regular meeting was held on Tuesday, September 12. The attendance was perfect and included new members. We were pleased to have a visit from Marie Manning and Esther Wickham, from the American Legion Post No. 541. We hope they will pay us many more visits.

An important date to keep in mind is Saturday evening, October 7. On this date the men's club is having a box lunch social, and has extended an invitation to all the ladies and their friends to attend and assist in making this a successful event.

WOMEN'S CLUB

By MRS. C. A. EVANS

Our Ways and Means Chairman, Mrs. S. T. Brown, was hostess at the card party and luncheon in the club rooms on August 24. Mrs. C. S. Wise, luncheon chairman, was assisted by Mrs. Clark Cranston, Mrs. R. F. Dwyer and Mrs. A. C. Stover. Mrs. L.

B. Meek and her dining room committee, Mrs. C. Hendricks, Mrs. E. D. Meldrim, Mrs. H. B. Lawson and Mrs. George Robinette, served the delicious luncheon.

Following the meal, members of the club enjoyed the afternoon playing cards. First prizes were won by Mrs. M. A. Humphreys in bridge, Mrs. B. Trice in five hundred and Mrs. E. A. Eby in bunco.

Regular club meetings, which were discontinued during the summer months, were resumed at the club rooms at 962 West 12th Place, September 7. A resume of the club's activities and future plans for the new year, which include a bazaar, as well as regular club meetings at 1:30 P.M. the first and third Thursdays of each month, card parties and other social events, were announced by Mrs. Paul Brown, President of our club.

An informal and social afternoon was enjoyed by those present. At the close of the meeting refreshments were served by Mrs. W. J. Harris, Mrs. L. F. Robinson and Mrs. W. C. Skinnell.

On September 14 a luncheon followed by card games, was enjoyed by club members and their guests. Mrs. E. V. Athenous, luncheon chairman, assisted by Mrs. J. T. Watts, Mrs. M. S. Thomas, Mrs. Walter Kitson and Mrs. F. O. Rowbottom, prepared the delicious meal.

Mrs. J. W. Inman with the assistance of her dining room committee, Mrs. M. M. Overturf, Mrs. D. C. Renley and Mrs. C. A. Evans, served the luncheon.

Mrs. L. M. Coe, receptionist, presented the prizes for high scores to Mrs. C. H. Lewis, Mrs. Henry Messner, and Mrs. J. W. Ray for bunco, bridge and five hundred.

A dinner, followed by informal entertainment, is planned for Saturday night, October 21. Tickets will be on sale soon. Club members, their husbands and guests are invited to attend and enjoy the evening with us.

All members and prospective members, the latter includes wives

of employes of the coach division as well as railway, are cordially invited to attend any or all meetings. We have a nursery and an attendant for the children.

The purpose and constant endeavor of the Women's Club shall be to promote and encourage acquaintanceships and warmer friendships among its members.

SQUARE & COMPASS

Well, vacation time is over and everyone seems to have had a good time, and the first activity was our regular monthly meeting, banquet and entertainment, which was held on Saturday evening, September 9 at the Golden State Cafeteria.

It was Past Presidents' night. We had the largest gathering of members of the year, which kept Raymond Smith and our Vice President H. H. Petersen busy getting extra chairs and tables.

The Past Presidents who attended were given a royal welcome by our President C. P. Pedersen, who then as an act of courtesy, turned the meeting over to Vice President H. H. Petersen who is a charter member of the club.

R. B. Hill and E. R. Dye who were the second and third Past Presidents, also Billy Shelford who was the first Secretary of the club, were given an ovation by the members after which they all gave interesting talks on the history of the club.

"That's quite a record," said Secretary Joe Steenrod, six new members elected at one meeting. The following new members were I. L. Mattern, Ralph Minnear, W. Brotherton, J. M. McKevitt from Division Four, W. B. Hutchinson, L. L. Sweet from Division Three, and James Bradley, Assistant Foreman Mechanic, Division One. Welcome, brothers; come often.

After the swell feed which everyone enjoyed, we were entertained by dancers and acrobats which our Brother Billy Vejar produced for us, and judging by the encores and

the way A. J. Moser of the Line Department kept calling for more, Billy do doubt will have something just as good next month.

We were glad to see Bill Morgan of the Dispatcher's Office, Red (White) Gilmore, Supervisor; Douglas of Division Four; Logan from Coach Division; Bill Mott and Ray Kiddo. The latter two have a lot of explaining to do to their wives.

The club Degree Team captained by Phil Klingelsmith, is going to be busy this month, so when you get your notices of Degrees, turn out strong and let them know who you are and what you can do.

AMERICAN LEGION POST 541

By LEO L. LEASMAN

I presume that a great many of the readers of this column wonder why I write so much of what the American Legion means. Well, if you were a member you would readily understand, for it is not everyone who has the privilege to belong to it, and if you would come down and sit in one of our meetings and see the business that is conducted for the benefit of our disabled comrades you would see what I mean. There is a stronger bond of friendship in this organization than any other, I do believe, for the reason that we were in the service of our grand government and in many cases went through shot and shell together and some of us came back and many didn't. Those who did not left a torch for us to carry and we are going to carry it so they will rest in peace.

Again I am asking those of you who read this, if you are eligible to our organization, come in and join us and help lighten the work that we have to do and help us swell the membership so that we will have the membership strength to put over the veteran legislation that comes up for our disabled comrades.

On September 30 our Auxiliary is giving a card party at McCormicks

Hall, 46th and Crenshaw. Bridge, five hundred, pinochle and bunco will be played, after which refreshments will be served.

Commander Manning was appointed assistant publicity chairman for the district this year. Comrade Roche was appointed on the school award committee. Comrade Davis was appointed on the Boy Scout committee, and yours truly was appointed as chairman of the Sons of the American Legion district ritual team and also sergeant-at-arms of the 17th district.

On October 17 our Post is entertaining the A.B.S.ers, meaning the publicity scribes of the county, which takes in 176 Posts of the American Legion and is associated with the Legion Weekly Bulletin of which Commander Manning and myself are members. Here's hoping we may have the pleasure of welcoming you into our Post soon.

RETIRED EMPLOYEES

By P. C. McNAUGHTON, Secy.

The regular monthly meeting of the Los Angeles Railway Retired Men's Association, was held in Room 309, L. A. Railway Building, September 19, at 2:30 P.M.

Through the courtesy of the French Steamship Company who loaned the films, and the kindness of Mr. Jones of the Electrical Department, who operated his own projector, moving pictures of England, Belgium, Paris and other French cities, and the country, were shown, and greatly appreciated by those present.

Fourteen of our members were reported to have passed to the great beyond, eleven were added to the pension roll, and twelve returned to service during the past year, leaving one hundred and thirteen on the roll.

The following officers were elected for the ensuing year: President, C. M. McRoberts; Vice President, William G. Miller; Secretary-Treasurer, P. C. McNaughton.

BASEBALL

By C. J. KNITTLE

ANOTHER fine season of LARY Baseball has come and gone and many nice things might be said about the 1939 champions, that all-star team, Vernon Yard. The fact that these boys also won the championship in the three previous seasons leaves little to be said except our sincere and hearty praise for their splendid playing and our very serious congratulations on winning the pennant again.

In baseball, as in other things, we sometimes are forced to take the bitter with the sweet. The bitter portion this time is that Vernon Yard is dropping out of the LARY League to go into semi-pro ball. Whether this will effect our usual season next year is hard to predict as President K. E. Sloan is also ready to introduce his all-star Los Angeles Railway team into the Municipal Winter League, also a semi-pro organization, and will play many of their games at White Sox Ball Park.

This team will be managed by H. L. Anderson of the Coach Division and is made up of players who scored highest in batting and fielding during the recent LARY League tourney. Those chosen are: O. L. Murray, M. B. Smith, M. M. Stoner, L. W. Lusk, D. J. Braund and I. F. Aikens of Coach; C. D. Marsden, W. R. Landreth, W. B. Smith and C. C. Templin of Division Five; J. P. Lipscomb of Division Four; G. M. Woodward, M. A. Triboulet, W. E. Stolemyre, G. E. Broman and R. W. Barnett of Division Three.

President Sloan emphasizes the fact that picking what appeared to be a top-notch team out of 65 good players was a terrific job and that replacements may be made here and there as the team gets going in the new season which starts October 15. Until then the team will play "mark-up" games on various playgrounds with teams that are also lined up to play in the Winter League.

On Sunday, September 17, the Los Angeles Railway lads played the Fibreboard Products Company team at Manchester Playground, the Railway team shutting out their opponents with a 19-0 score until the last half of the ninth when the Fibreboard team managed to grab two runs.

With such a showing, it might be said that the Railway boys are likely to give some marvelous exhibitions at White Sox Park. So let's watch for the opening game and be on hand

FINAL LEAGUE STANDINGS			
	W	L	Pct.
Vernon Yard	8	2	.800
Coach	6	4	.600
Division Three	6	4	.600
South Park Shops	5	4	.556
Division Five	3	7	.300
Division Four	1	8	.111

to give these lads, the cream of LARY League, a real send-off.

Final standings and individual batting averages follow:

INDIVIDUAL BATTING AVERAGES

(Over .300)

Player and Team	Games	A.B.	Hits	Average
Grubbe—Div. 3	6	15	9	.600
Triboulet—Div. 3	7	23	13	.565
Lipscomb—Div. 4	8	31	17	.548
Andrews—Div. 4	9	38	20	.526
G. Manriquez—Vernon	9	39	20	.513
J. Saiza—Vernon	9	26	13	.500
V. Saiza—Vernon	3	2	1	.500
Murray—Coach	10	33	16	.485
Akins—Coach	9	30	14	.466
Lusk—Coach	9	27	12	.444
Templin—Div. 5	10	40	13	.425
Means—Shops	9	26	11	.423
Burke—Div. 3	6	20	8	.400
Daerr—Div. 5	5	10	4	.400
Williams—Div. 5	2	5	2	.400
Stoner—Coach	10	30	12	.400
Hipes—Div. 4	8	31	12	.387
Stolemyre—Div. 3	8	29	11	.379
DeWitt—Div. 5	4	8	3	.375
Locke—Shops	3	8	3	.375
Carpio—Vernon	9	35	13	.371
Pitts—Coach	6	19	7	.368
S. Manriquez—Vernon	9	28	10	.357
Burgess—Shops	7	17	5	.353
Carrillo—Vernon	8	37	13	.351
Broman—Div. 3	6	20	7	.350
Duncan—Div. 5	10	35	12	.343
Quihuis—Vernon	7	15	5	.333
Weide—Coach	10	33	11	.333
Little—Coach	9	37	12	.324
Barnett—Div. 3	9	28	8	.321
Vance—Div. 4	7	22	7	.318
Landreth—Div. 5	10	35	11	.314
Nolan—Shops	7	26	8	.308
Sears—Shops	5	13	4	.308
Green—Shops	6	13	4	.308
May—Div. 4	7	30	9	.300

(Official Scorekeeper—Pinky Meloy)

FINAL SOFTBALL RESULTS

By CHAS. H. HARDY

The Garage Softball team finished the schedule undefeated, winning the President's Trophy. The Coach Cleaners won the runner-up cup donated by the Goodman and Sons Sporting Goods Store. South Park being second in the first half, and the Cleaners second in the second half, necessitated a play-off of three games between these two teams. South Park won the first game 11 to 9. The Cleaners took the second game with a score of 9 to 2. The third game was a story book finish, going 12 innings with the Coach Cleaners winning 6 to 5.

Final standings for second half of schedule:

	Won	Lost	Pct.
Garage	5	0	1.000
Coach Cleaners	4	1	.800
South Park	3	2	.600
Electricians	2	3	.400
Coach	2	3	.400
Division 4	0	5	.000

The Garage received a batting trophy from F. W. McDonald of G. M. C. Motors, the Coach Cleaners received one from G. H. Boeck of Oakite Products, South Park from J. T. Watts of their Department, and the Electricians from N. H. Lane of the Electrical Department. Winners of these trophies were:

R. P. Chamberlain,	
South Park	.666
O. Ellis, Electricians	.517
E. Lockridge, Garage	.505
L. Shepherd,	
Coach Cleaners	.436

SOCCER CLUB

The opening game of the new season was played at Vernon Yards on August 27 and after a hard-fought game the Railway team was defeated by the L. A. Rangers, 1 goal to nil. It was a treat to see the clean sporting brand of soccer put on by these two teams.

On September 17 the club met and defeated the Lancashire Rovers by

3 goals to 1. The Rovers, winners of the Municipal Challenge Cup, put up a stubborn fight, but the Railway boys were in top form. The fact that the Rangers and Rovers are members of a stronger league than the L. A. Railway team, and have been playing together for quite a few years, proves that the club has made wonderful progress during its first year.

This season shows promise of being better than ever, and the officials and players are hoping that the employees will come out and help them along. All games are played on local playgrounds, and admission is free.

COMMUNITY CHEST

Thousands of troops in the Chest mercy army are being mobilized for the coming sixteenth annual appeal of the Community Chest. Generalissimo Dr. A. H. Giannini, campaign chairman, in urging the volunteers to ask citizens for a larger donation this year, stresses the fact that pledg-

es may be made payable monthly or quarterly, thus it would be easier to subscribe a more generous amount.

Heart and head should be used in consideration of charity and Chest budgets, remind Chest leaders, who call attention to the fact that the humanitarian spirit of America and Los Angeles has never permitted the closing of the gates of mercy upon mankind. The greatest expression of this "heart" theme is found in the Community Chest, an exclusively American institution. Nothing, save inadequate funds has ever been allowed to hamper or restrict the year round work of the 88 agencies of the local Chest.

The actual work of these agencies, figures showing just where and how far your dollars go, is available at Chest headquarters. Totals of families, individuals and children served the past year are monumental—even though there was a serious inadequacy of operating funds. Patriotically and spiritually, give earnest thought to making a really generous pledge this year.

"How long has this been going on?"



Traveling 'Round



Division One

R. C. RUGGLES

It seemed rather gratifying to talk with the man who takes care of our Coca-Cola machines. He has just returned from a trip through the East and into Canada, and he told me that in all of his travels he had not seen as good street car system, both equipment and men, as we have here.

It was a great shock to all of us to learn of the sudden passing of F. F. (Cap) Long, one of our old-time motormen who has been acting as watchman in recent years. We had hardly recovered from this when we heard the following day of the sudden death of R. Tracewell, one of our motormen. The boys of Division One extend their sympathy to the family of each of these men, who were both exceptionally well known and liked.

J. E. Babson had the misfortune to be injured in an auto accident. Nothing serious. Will probably resume work in a few days.

This seems to be a month of freak accidents. An irate passenger caused P. F. Snyder to be wearing a "shiner,"—says he ducked the wrong way. Then H. Van Doorne, in making a car change on account of a broken step, forgot about the step, and in getting off fell and injured himself, and J. F. McCormack, on boarding a moving car, struck his hand against the door and broke his thumb.

Jack Sproul, who was formerly conductor on the mail car, has been appointed relief watchman at our Division.

E. E. Sanders likes fresh eggs but not well enough to carry a dozen

for his lunch. This happened when he picked up by mistake a bag of eggs instead of his lunch.

Our sympathy is extended to T. A. Brewer who lost his wife on September 8 after a long illness.

The following men are on vacation: H. H. Hall, Frank Johnson, D. W. Seckels, C. H. Sorkness, E. H. Mohler, D. E. Berry, L. L. Smith and G. L. Stoddard.

The following men have been on the sick list: A. J. Lange, Frank Hoff, W. E. Bleile, T. R. Guidebeck and M. L. Howell.

R. A. Hogan, our janitor, stole a march on us by keeping his marriage a secret since July 22 and we would have been in the dark yet if the Personnel Department had not called in regard to changing his beneficiary. So on with the cigars and best of luck to the bride and groom.



16th Street Coach

CHARLES H. HARDY

Many of our vacationists have been going places. We find that W. Stange visited many of the eastern states and also the New York World's Fair getting about 5000 miles chalked up on the new DeSoto he brought back. T. E. Stuckey and C. O. Storie drove back East together covering about 8000 miles around the southeastern states. O. F. Johnson, who journeyed to Oregon, had the pleasure of seeing the China Clipper leaving Treasure Island. Fred Ballenger visited in Nebraska. J. I. Hensley did not have much luck fishing in the High Sierras, but M. M. Erskine reported a good catch around Arrowhead. Glen Graham received a trout from W. M. Lewis vacationing at Diamond Lake, Ore-

gon. It was labeled "The only one that did not get away." However it was only about four inches long and made of candy. E. P. Brule and his wife returned from an enjoyable 7000-mile trip in a new car through the eastern states and Canada.

Harry Lester escaped with severe bruises and a slight concussion when the racing car he was driving at Ascot Speedway turned over twice. He had completed about 135 laps of a 200-lap race when a front spring perch broke throwing the car out of control.

New men in this Division are J. A. Middleton, D. L. Fortney and B. D. Layton.

GARAGE

Quizzing our vacationists we find that W. Sproule spent several weeks in the High Sierras away from the war news. Joe Crawford spent his vacation working a bilge pump between Catalina and the mainland. Despite certain rumors Hugo Hinze returned from the Fair up north still a bachelor. Mrs. Rippert walked off about 6 pounds during her visit at the Fair. J. Foote vacationed in Oklahoma but did not enjoy the electrical storms. Perhaps he has so-called coffee nerves. C. B. Lindsey drove up the coast to the Fair. Treasure Island was also the destination of Steen and Dorothea Parker. W. Gans was the Wash Rack delegate to the Fair.

E. D. Webb won first place in the "B" class of a statewide competition for miniature racing cars. The spectacular one-mile race was held on a one-sixteenth mile track. The entry winning second prize in this class was also one originally built by Webb.

Paul Woods' toy Manchester, Sally Ann, won a first prize in a toy dog show held recently in Hollywood.

Braveheart, Paul's other 1-pound dog of the same breed was not entered and was consequently green with envy.

F. F. Long, watchman at the west gate, died suddenly on reaching home after work recently. His death was a shock to all who knew him.

We are happy to announce that J. H. McCornack's little daughter is making favorable recovery from infantile paralysis.



Division Three

L. VOLNER

That the Federal Credit Union of Division Three is getting along nicely is shown by their financial and statistical report for the month of August. Outstanding loans at the end of the month were \$7,059.22. The same month last year was \$663.50. Since the organization of the Union it has loaned \$15,793.89, with only \$106.50 delinquent.

It has a very efficient treasurer, Mr. Walter H. Hoag, who looks after the collection of dues and attends to other duties pertaining to his office. A supervisory committee is composed of three very able trainmen, Messrs. C. Voss, G. C. Parson and J. T. Edmiston. At the end of the month there were 309 members. Should anyone wish to share in the benefits of this Union, Mr. Hoag is at the division each day and will be glad to receive your application.

Not having had the pleasure of meeting our new Superintendent, Ye Scribe ventured into his office in quest of news for this column. That he met a fine gentleman is only telling part of it, because, for many years, before becoming a Division Superintendent, Mr. Bodley was Chief Dispatcher and in that capacity was thoroughly acquainted with all rules and conditions in operation of street cars. Mr. Bodley says he is very glad to be associated with such a fine bunch of men as we have at this Division; that he has found

them to be of a high mentality and therefore knows he will get good results in the operation of the lines out of our division. We have approximately one hundred new men, who should, in a very short time, after the instructions they have received, be able to perform the duties of their respective stations in a very efficient manner.

Its up to us to show our superintendent that he can count on us to deliver the goods. We must cut down on the number of accidents and meet and treat our patrons in a manner that they will know that their patronage is appreciated. If we treat him fair we can expect him to do likewise.

From August 28 to September 10 our division stenographer, Mrs. Rhoda Walden, had her vacation. One week was spent at Catalina, where she had a grand time, and a one-day trip was made to San Diego. She and her daughter, Miriam, went down by plane, which was a new and novel experience, and they made the return trip by train, which was the daughter's first ride on a train.

Conductor and Mrs. O. G. McDermith and daughter, Miss Thelma, returned Wednesday, September 13, from a five weeks' vacation trip through Nebraska, Illinois, Kansas and Colorado. The main objective of the trip was the McDermith family reunion held in Pana, Illinois, on Sunday, August 20. The family of fourteen children, scattered from coast to coast were all there. On the way home the McDermiths visited Mesa Verde National Park in Colorado, the Petrified Forest, Grand Canyon, and other points of interest.

Our deepest sympathies are extended to Mr. H. A. Russell upon the death of his wife. Funeral services were held in the Wee Kirk o' the Heather in Forest Lawn on Wednesday, August 30. We have also learned that Mr. Russell has been under the weather, in fact, that he is in St. Vincent's Hospital. We sincerely hope that he will be well on the road to recovery before this

next issue of Two Bells is printed.

The funeral of former Motorman B. F. Blake was held in the Temple Mortuary in Monrovia on August 29. Our sympathies are extended to the bereaved.



Juanita Eleanor, daughter of Operator (Virgil) and Mrs. Ralph D. Blum.

Virgil & Santa Monica Coach



D. S. COBURN

On a recent fishing trip of the newly organized Fishing Club, George Troutwine was trolling on the trip homeward when he got a strike that almost took the pole from his hands. The boat was stopped and George reeled in his catch which was found to be his own blanket that someone had playfully thrown overboard.

Operator Cappy Hendricks is now enjoying his new home in San Fernando Valley.

Mechanic George Porter wishes to retract a recent statement that was rumored about the garage to the effect that he is married. Apologies are herewith tendered to George.

Operator Dick Beatty is looking much better and is putting on a little weight following a recent tonsilectomy at the company hospital.

Dispatcher Merle Tudor is on his vacation but has not planned a trip

preferring to stay at home and enjoy the climate of Montrose where he recently moved.

Operator Jack Rash is on the sick list and is carrying his arm in a sling as the result of a fall.

Joe Sharpless, chief clerk of the general office is now on his vacation in the East and will drive a new Dodge back home.

Operator Dick Renstrom returned from a fishing trip near San Diego with a record catch which he passed out to some of the boys at the Division.



Division Four

C. J. KNITTLE

The long-hoped-for event, a general shakeup, was held September 20, and Division Four trainmen had an opportunity to choose new lines as well as new runs for among the various re-routings that were effective September 24, the entire Temple Street to Edgemont and Fountain Avenue section of Line L was coupled to Line A and is operated by crews from Division Four and Division Three. This meant many additional runs for this Division and required the drafting of 36 trainmen from Division One.

Line L, a former Division Three line, was also re-assigned to Division Four and now operates from L. A. High School via Olympic, 11th, Main and Spring to Sunset.

Oldtimers, however, grabbed off the better runs on the A and J Lines and the next highest group took the cream of the L and P Lines. That is only natural, for ever since the days when "motormen" operated cars with a pair of reins in one hand and a whip in the other, the boys with the "whiskers" picked the longest lines.

Our very sincere congratulations are offered to Conductor B. S. Moore who finished his twentieth year of service September 1 and to Motorman L. D. Gordon who wound up his

twentieth year on September 22.

Receiving Clerk J. B. Lair made clever use of his two weeks' vacation recently. Went straight to South Bend, bought a new Studie sedan, then visited friends in Flint, Mich., and Plymouth, Ind., and wound up visiting relatives and friends in his old home town, Olathe, Kansas.



Shops

F. ARLEIGH FRAZIER

The boys in the Blacksmith Shop went in for Arts and Crafts and made an appropriately engraved flyswatter for I. Mendoza to use on his vacation. Under the trees in Santa Ana Canyon he sat in his big arm chair (without Ferdinand) and swatted flies except when the wild life bothered him, for rattlesnakes and skunks needed attention occasionally.

Percy Purcell is taking his annual months vacation at Newport. We all wish we had those ocean breezes at this time of year.

Catalina again welcomed H. Longway and had reservations waiting for his use for two weeks' time.

Billy Wilson spent his vacation cooling off at the Fair.

And two hot weeks found S. C. Kreiwald in the mountains near Bishop.

Another vacationer, V. Arnold, found Railroad Canyon Dam to his liking and caught blue gill and bass to his very particular liking too.

F. H. Markley went fishing on his vacation and had quite a variation of experiences. First at one place it was so cold his reel froze. Next he tried the college pastime of trying to swallow a live fish only his fish had a hook, line and sinker attached. In other words, when he tried to land the fish his line caught on the limb of a tree and the fish hit him in the mouth.

J. W. Knight, Car Inspector in the Inspection Department, was transferred to Division Three as Assistant Car House Foreman, September 1, 1939. His fellow employes here at

South Park wish him every success in his new position.



Mechanical Divisions

F. F. ROBEY

Division One

After recently purchasing a V-8 two-door sedan, Al Wutherick and family visited Salton Sea.

Le Roy Burr and family spent their vacation visiting San Francisco and the Treasure Island World's Fair.

That man you see walking around here with his chest standing out, is Mr. Ellis, Division One's newest papa. Thanks for the smokes, Renwick.

William McDonald had a night prowler in his home recently, who relieved Mac of his pocketbook. Try sleeping with one eye open, Mac.

R. L. Howe has been transferred from car cleaner foreman to car repairer; also Gordon Whittington was transferred from Division Four to Division One as night cleaner foreman. Welcome, boys.

Division Two

Watchman H. M. Guthrie, who recently had a week's vacation, is away again for thirty days—up in Butte Meadows, just east of Yosemite Park—with nothing to do but rest and eat.

Mr. F. S. Leon, an old time Division Three man is working in place of Mr. Guthrie.

Mr. and Mrs. George Ramsey are spending their vacation seeing the sights on Treasure Island.

Division Three

Mr. Harry Wescombe (the news vendor) is in St. Vincent Hospital for an operation. We wish him a quick recovery.

F. C. Gravelly is still on the sick list but is improving slightly.

Mr. E. C. Muse, our genial foreman, was transferred to Division One as foreman, succeeding Mr. Heywood. The boys got together and

presented Mr. Muse with a complete fishing outfit—except the bait—even gave him cigars to smoke when the fish don't bite. All wish him success in his new job.

Mr. T. T. Clarke was appointed foreman, Division Three, in place of Mr. Muse, and Eddie Swanson appointed assistant foreman days, while Mr. J. W. Knight was appointed assistant foreman nights. All the boys will cooperate and give Clarke, Swanson and Knight the same support as given Mr. Muse—they want Division Three to hold its present reputation.

Division Four

We extend our sympathy to R. W. Scudder whose son, Eugene, passed away August 30.

E. D. Webb, assistant foreman, drove to Tennessee on his vacation and reports a wonderful trip.

C. C. Parker and O. Howard are on their vacations.

Charles Furrer's wife was in the hospital several days, seriously ill, but we are glad to hear she is home now and on her way to recovery.

The "Hammer and Chisler" bowling team at Division Four are getting so good, they think it about time to play the "Pencil Pushers" for another Chinese dinner.

Division Five

W. F. Ellis, assistant foreman, had a lot of "breaks" on his vacation. The first was, his wife fell and broke her leg. Then the ice box broke, then the water heater broke and then the front spring on the family car broke. About that time Ellis went fishing and broke his line, and then believe it or not, he broke into a sweat because he "got no fish."

Ralph Lathrop spent his vacation at Catalina and played golf. He thinks that next year he will just stay home, because its no fun chasing a golf ball.

Raymond Fulton and family spent a week in Sequoia Park and its such a wonderful place that they are planning on a trip there next year.



L. F. SPARKS

Orville Wibe spent two weeks with the old folk in Nebraska. Reports the weather hot but local irrigation projects are helping lay the dust in the "dust bowl" and that government subsidies are helping to keep the farms prosperous.

Bill Weeks came back with a nice coat of tan after giving the girls a treat at Balboa for a week, then took in the Fair at Frisco.

Chas. Shelton and Bill Gramlett planned for a year to get their vacations during the deer season and had everything arranged to leave when Bill received word from his parents that they were on their way for a visit. The hunters got away all right but Bill had to leave in two days in order to be home when his people came.

Speaking of heat, the hottest card game of the year was going on in the Yard Shack the hottest day of the year when Rody touched off the stove full of lunch papers. The hottest gang you ever saw boiled out in noontime sun and at last account are still burning.

Blacksmith's Helper Ray Cooper

does not have any trouble working up a sweat these days, especially if he has to pinch hit for some truck driver who is enjoying the cooling breezes at the seashore.

Which reminds us that Vernon Ball Team played the Elysian Park Athletic Club on September 17, losing the game 6 to 4. There is to be a return game soon on Vernon's home grounds that should be different and should be a honey to watch. All fans please take notice.

Jimmie Watkins got his finger mixed up with the derrick controller and broke it. He was able to keep on working.



FRED MASON

Scribe Fred Mason is on vacation for a few weeks, taking in the Fair at New York. Fred says the Streamliner sure steps on it between here and New York. We expect him back after the general shakeup is over.

Motorman G. Jacobson just returned to work after a trip to Rebelberg, Sweden. He reports a wonderful trip but is glad to be back in old Los Angeles and U.S.A. The vacation was started June 26.

Motorman L. W. Schoffner has



"That sign, sir, refers to the folders!"

ACCIDENTS PER 10,000 MILES RUN

AUGUST 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	XXXX	2.9
	LAST MONTH	XXXX	2.7
DIVISION 3	THIS MONTH	XXXX	3.3
	LAST MONTH	XXXX	3.3
DIVISION 5	THIS MONTH	XXXX	3.4
	LAST MONTH	XXXX	3.5
DIVISION 1	THIS MONTH	XXXXX	4.6
	LAST MONTH	XXXX	3.5

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taken 20 days more than his regular vacation and is taking a trip to Sloat, Calif. Expects to bag some game while away.

Conductors R. Meggison and R. C. Warford are also on vacation, Roy at Eureka, Calif., and R. C. at Butler, Mo.

Conductor J. L. Decker has taken 75 days off and is back in Hancock, Mo. J. L. usually takes a good long vacation and generally visits the hillbillies while in Missouri.

We received a nice card from Conductor L. E. Barnett who is visiting and taking a vacation in Vancouver, Wash., also in some points in Canada. He reports a wonderful time and beautiful scenery.

Motorman L. Robinson just returned from a nice trip to Grand Junction, Colo., and Motorman H. C. Lang is expected back about September 30 from a vacation at Wolford, N. Dakota.

Postal received from Independence, Calif., shows C. E. McCarthy on the banks of a river with a fish as large as a cow coming right out of the water after him. Mac must be having a great time.

Motorman T. C. Strobel relieving Clerk F. J. Mason while F. J. is on vacation. We sure miss Fred around here and hope he will return real

soon with a chest full of funny stories.

The Division was somewhat like the Chicago Grain Exchange a few days ago when word was received that each conductor could turn in two rolls of tokens. They rushed Superintendent Snyder for the first hour or two, but he came out on top.

Ken Strobel reports his youngest doing nicely after an operation. Ken says the operation will save him \$2 a year.

Motorman L. P. McAvoy of the "5" owl left for vacation at Portland, Oregon. Expected back about September 24.



ELECTRICAL



WALTER WHITESIDE

When A. J. Helpes started his vacation he said he would take short local trips but he ended up in such out of the way places as San Francisco, Reno and Salt Lake.

E. A. Ness planned for the hot weather and spent ten days at Elsinore.

P. T. Klingelsmith, C. W. Fancher, D. O. Coulam and J. G. Knapp visited local beaches, fished a little, and visited local mountain re-

sorts while Austin Herring visited a local dentist.

A. L. Barrett visited the wilds of Yosemite, General Grant and Sequoia National Parks while G. Sherrill, E. D. Tharp, and W. G. Clardy were fishing on the other side of the hills in the High Sierras.

Roger Rees spent a few days in the hospital while attending the U. S. Army Encampment at Monterey and following his stay there, he relaxed around Santa Cruz.

W. D. Hunter camped at Crystal Lake and I. L. Hearne journeyed to San Francisco while C. F. Park played mechanic and repaired his car.

About the happiest man in town these days is Grandpa Pete Goodas on the birth of his first grandson on September 16.

C. Kirkpatrick headed north as far as Santa Monica and W. R. Dougherty south to Balboa Bay. Both report swell times.

H. Zehner spent an enjoyable time at Big Bear and L. Crouse enjoyed the Fair and also a stay at Santa Cruz. C. Colen just relaxed at his cabin at Crestline and D. M. Varley stayed home and studied. C. G. Woelker took in the Fair and J. Turner stayed at home.

ANSWERS TO QUESTIONS ON PAGE 10

1. D.
2. D. (Charles Coover entered the service December 6, 1889.)
3. B. (Director of Research, H. A. Perryman heads the Department.)
4. A.
5. C.
6. C. (Followed in order by Divisions 1, 3, and 5.)
7. D.
8. A.
9. C. ("V" and "K").
10. B.

TRADING POST

FOR SALE—1 Chest of drawers for baby or child. 1 large size baby bed. 1 Extra large size baby play pen for the yard. Several other baby items. All or any part of these items priced very reasonably. For information call Mr. Miller, Sta. 203.

