

# TWO BELLS



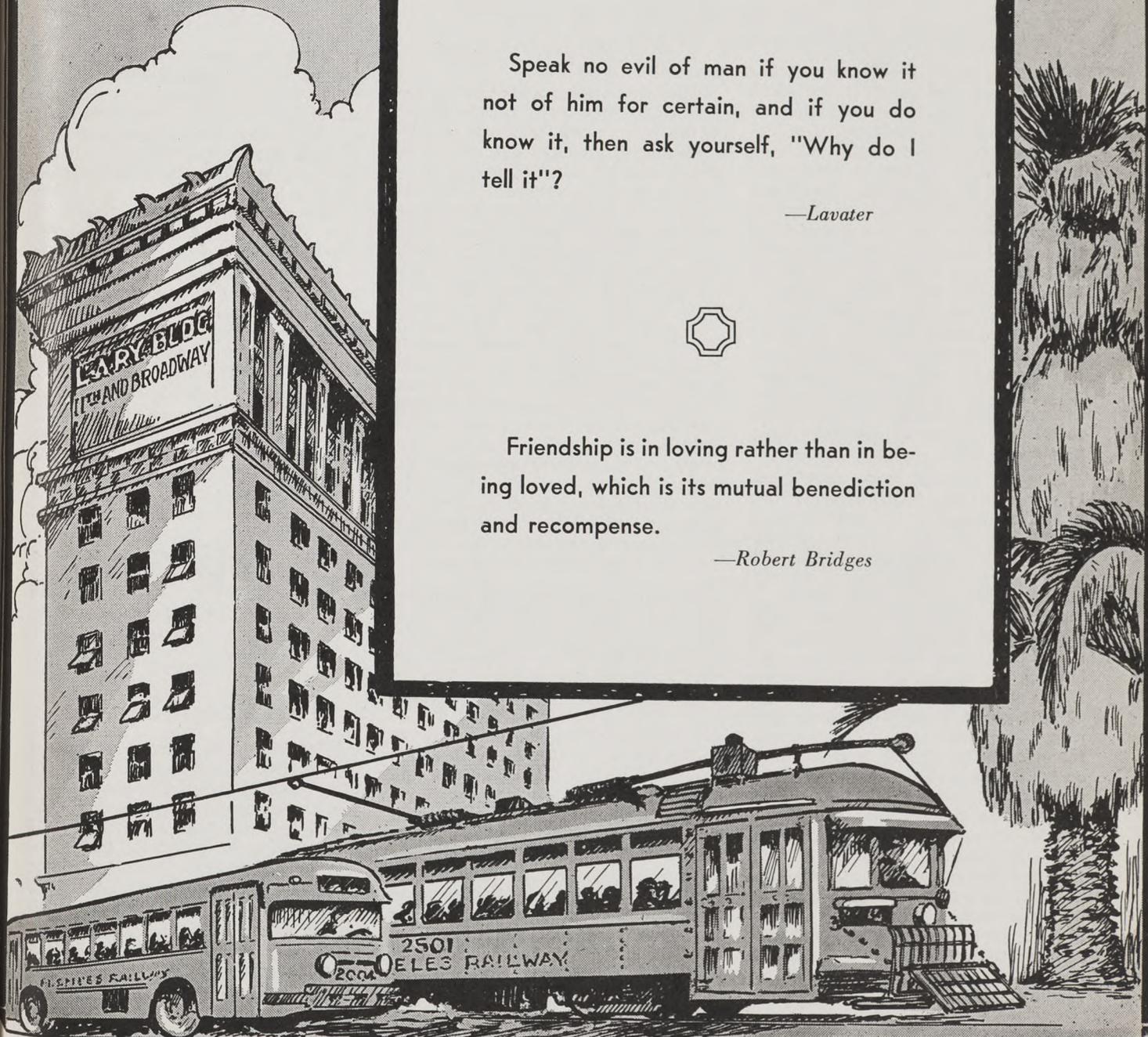
Speak no evil of man if you know it not of him for certain, and if you do know it, then ask yourself, "Why do I tell it"?

—Lavater



Friendship is in loving rather than in being loved, which is its mutual benediction and recompense.

—Robert Bridges





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JANET C. McNEILL - - - - - Publicity Manager and Editor

## Putting Runs in the Black

By JOHN COLLINS  
*Supervisor of Safety*

We find that a great many of the regular men, and most of the extra men, whom we have instructed in correct operation, follow these instructions for a few weeks and then begin to drift backward into their old habits of operation. These are the men whom we must continue to observe, follow up, and instruct. If they would just keep their minds on what they are doing, we would not have to bother with them.

It should not be necessary to continually remind a man not to chase cars ahead of him in Zone No. 2, nor to take the average speed of the cars ahead and by so doing avoid making the hundred foot stop. Once is enough to tell a man not to use more than half speed while rounding a curve.

A man's common sense should tell him to make the proper observations before starting his car, especially at track intersections, or at electric switches. These are places where it pays to be sure of your moves, as well as the moves of the other fellow.

A man capable of reading traffic signals, and of adjusting himself to traffic conditions, should not have accidents, nor waste power in Zone No. 1. He must, however, take advantage of half speed where conditions warrant. For example, any motorman following a "3" or "D" Line car east on 5th Street from Figueroa should be conscious of the fact, and take things easy. If he follows that car as he should his car will be crossing San Pedro Street as his leader is turning from 5th Street onto Central Avenue. The car ahead will be just clearing the cross-over to the Southern Pacific Station as his car arrives, and the stop for the other car to clear is not necessary. This is what I mean by reading conditions, and adjusting

yourself to meet them.

We are continually contacting men who claim their runs cannot be put in the black. Now, with the possible exception of one line out of one Division, there is no reason why every regular man should not be in the black. While this particular line is difficult due to certain peculiarities, by the strict application of correct operation the runs even on this line can also be put in the black.

In order to do away with some of the alibis you men have for being in the red, or those of the men who think their runs cannot be put under the mark set for those lines, I make this proposition: Let us have the line, train run or run number, and we will select an extra man, who is in the red on the last meter report, and let him operate the car on your run—a man not as familiar with the line, or the run, as you should be, and he will put it in the black for you.

The man at the bottom of the meter report in red on any line, or the man at the bottom run of the extra list, can move up above every other man who is in the red ahead of him on the line or on the extra list, if he but takes his meter reading from day to day and makes an effort to improve on his feeding controller, on braking, on reading of street conditions and adjusts himself to meet the conditions with a little foresight. If you are in red on the meter list, and are breaking in students, try this experiment for yourself. Impart to your student the knowledge you already possess in correct operation; coach him along the same lines that you have been coached, and see if he does not beat your own record, and put your run in the black.

## Unemployment Tax Bulletin

To All Employees:

Upon advice that there is serious doubt that the California Unemployment Reserve Act is constitutional, we, like many other employers, have decided not to pay the tax to the State until the constitutionality of the act is upheld.

This procedure is adopted for both your and our protection against the difficulties of recovering payments made to the State if it is finally found unconstitutional, as the act makes no provision for refunds in this event.

Your contributions, as required in the act and as accumulated by payroll deductions, will be deposited in a special bank account.

Pending the outcome of the litigation in respect to the constitutionality of this act, the contributions will be held in this special bank account to be refunded to you, or paid to the State, as the courts may finally decide.

*Vice President and  
General Manager*

## Trial Coach Service

Effective Monday, August 3rd, about half of the service on our East 9th Street and Whittier Boulevard motor coach line has been operating eastbound between 7:07 A. M. and 8:37 A. M., and westbound from 4:29 P. M. to 5:29 P. M. over the following route: from Soto and Olympic, via Soto, 12th, Pico, and Grande Vista to 8th Street.

This is a trial service for a period of 90 days subject to change or discontinuance thereof.

There was no change in fares.

## To Rebuild More Cars

The street car rebuilding program is going forward rapidly at South Park Shops. Eighteen cars have been completed and put into service and the balance of 100 cars will be finished at the rate of six one week and seven each alternate week. This will put the entire 118 rebuilt and re-equipped cars into service by holiday time.

The Management has decided to add 25 street cars to the original program, making 143 cars in all. These additional cars will be finished sometime after the first of 1937.

## Convention

Members of the Los Angeles Railway who attended the regular annual convention of the California Electric Railway Association at San Francisco August 4th are P. B. Harris, Vice President and General Manager; S. J. Nock, Secretary and Treasurer; H. G. Weeks, Assistant to General Manager; Henry Jordan, Superintendent of Equipment; E. R. Dye, Manager of Transportation; J. C. Yarbrough, Auditor; and H. A. Perryman, Superintendent of Traffic and Statistics.

## Recovering

The many friends of Chief Supervisor W. H. Snyder are delighted at the report from the Personnel Office that Bill is getting along fine and will soon be able to leave the hospital. Sherm Beals, Chief Day Supervisor, is very ably pinch hitting for Bill, but will be mighty glad to have his chief back again to assume his share of the traffic load.

## 46th Anniversary

John J. Griffin, an old timer in the Los Angeles Railway family, with Mrs. Griffin, recently celebrated their 46th wedding anniversary with an elaborate dinner to a number of friends.

Mr. and Mrs. Griffin are both natives of County Roscommon, Ireland, and have resided in Los Angeles for half a century. Mr. Griffin has been on the retired list for some time.

## Vote!

You can't escape the ballot box—it follows you home! Votes decide public health, taxes, schools, libraries, roads, police, fire protection, water, playgrounds, parks, traffic, markets, food inspection, sanitation, garbage disposal, public utilities, prisons, charities and the many ramifications of these things that affect every man, woman and child. Important elections are coming up, the first of which is the primary election on August 25th.

## Transit Barbecue

Where? Hindenburg Park! La Crescenta, California!

When? Sunday, August 30, 1936—  
From 10:00 A. M. to 10:00 P. M.

The Transit Employees Association invites all members and their families. This is our second annual event, and what a gala event it will be.

Hindenburg Park comprises twenty acres of beautiful Oak trees, 400 secluded and shaded tables, also a seat for everyone to enjoy the entertainment.

Entertainment, Sports, Dancing, Refreshments. Just as you like it. The kiddies will be amply provided for such as the Merry-go-round, pony rides, lemonade, pop corn and ice cream. A band concert to be given by a forty piece band. Dance music to be furnished by Sweets Swing Orchestra. There will be something doing all of the time.

The menu for the day includes barbecued beef, beans, radishes, green onions, bread and coffee. Boy! do you remember the barbecued beef we had last year? It melted before you had a chance to chew it. We request that you bring your own silverware and cups, everything else will be furnished.

Come prepared to enjoy yourself and bring the family. This will be a bigger and better day than last year, and what a day it was!

Admittance to the Park — Your Transit Employee's Association membership card. See your Governor for further information on this. Special tickets will be furnished to families of members who cannot come at the same hour as the member.

Free Transportation — Transportation will be furnished on the buses to the Park from Lines "5" and "6" at Avenue 37 and Eagle Rock Boulevard. Just ask the Conductor.

For those driving, follow the arrow —San Fernando Road to Verdugo Road to La Cañada Boulevard, turn left around Golf Course on La Crescenta Avenue to Honolulu Avenue, turn left on Honolulu Avenue to Hindenburg Park—Follow the arrow!

This will be the gala event of the year for the members of the Transit Employees and their families. Come early and stay late, something doing every minute of the day and evening, for young and old alike.

Door prizes, also dance prizes will be given!

Your co-operation has made this affair possible, and now it is up to you. Come along folks and have a good time.

W. H. HOLLENBECK, *President*

F. W. MELLENTIN, *Secretary*

## New Coaches

Orders have been placed for four 41-passenger Twin coaches, which will be practically duplicates of the last deliveries of Type 25, and for three 31-passenger Twin coaches which will be the same as the last Type 17 coaches purchased. Coaches of both sizes will have the improved lighting.

Orders have also been placed for two 21-passenger General Motors coaches of the transit type, known as Type 2. They will be of metal construction (nearly all aluminum alloy), with the door located back of the front wheels, and engine in the front. They will be equipped with hydraulic brakes, and feature light weight for light service.

## Baseball Banquet

The big event at the close of every baseball season is the banquet given by the Los Angeles Railway Company to the members of the Lary League teams. It is always a fitting climax to a strenuous season and every Lary League member looks forward to the great evening, which this year comes on August 15th at 7 P. M. at Division Three.

Mr. Haskins and Mr. Harris have both promised to be present if possible and the other "brass collars" have all accepted invitations.

Vernon Yard team is anticipating a particularly exciting time for, as the season's winning team, they will have presented to them the beautiful P. B. Harris Baseball trophy which has been peacefully reposing for the past year at Division Three.

Each ball team will be allowed twenty men for attendance at the banquet. Managers of teams are asked to see that all members are informed of place and date.

L. B. MEEK, *President*

*Lary Baseball League*

## Officer Colvin Celebrates

Our popular corner traffic officer, George R. Colvin, celebrated his 10th anniversary with the police department in July, 1936. A greater portion of the ten years has been spent on the corner of 11th and Broadway where he has endeared himself to everyone around the "corner" by his ready smile and his willingness to be of service, and his fairness in all matters pertaining to his work.



"The first shall be last" in time to come, but today the last, naturally by their achievements, are ever first—some-what cryptic, but nevertheless true.

In the back row are six of the "old timers" representing one hundred and eighty years of service. Down in front a like number of those who came into the railway game at Division Three recently. The "new timers" will no doubt, in years to come, be the "old timers" who, despite their long years of faithful service, are still playing the game and ever willing to continue their good work, not only on the platform of our cars but to also give encouragement and advice to the new additions in our family. More power to 'em all:

Back row, left to right: Conductors C. E. Vassar; A. C. Stover; H. A. Beals. Motormen A. E. Russell; R. P. Frasier and W. O. Watson. Front row, left to right: Conductors J. R. Miser; N. M. Metz and F. J. Matzner. Motormen A. L. Chapman; H. E. Willians and C. L. Westenberg.

## Basketball Players Attention

The Los Angeles Railway Basketball League, sponsored by the Transit Employees Association are making preparations for another successful season.

The League has six teams at present, from Divisions Three, Four and Five, Vernon Yards, Lary Railway and Wilshire of 16th Street Coach Division. We want to make this an eight team League so if there is any Department of the Los Angeles Railway which can muster a team composed of Transit Employees Association members and that wishes to play in the League, they should make arrangements with one of the following officers immediately.

H. W. GILMORE,  
President, Division Three  
D. D. McCLURG,  
Sec. Treas., Division Five  
C. C. JONES,  
Score Keeper, Division Five

## Retired Employes

The regular monthly meeting of the Retired Employes of the Los Angeles Railway was held in the Instruction Room at Division Four on Tuesday, July 21st. The meeting was opened at 2:30 P. M. by President McRoberts, with thirty members present.

As this was the last meeting of the fiscal year there was no speaker. We held an open meeting with different ones talking. We voted as to whether we would continue our meetings and the vote was unanimous that we will continue another year.

During August there will be no meeting. Notices will be sent to all members announcing the September meeting.

D. L. GRAGG, Secretary

*A lot of fellows who wouldn't take a chance on four aces in a penny-ante game will gamble their lives against a known-accident hazard.*

## A Tribute

By T. Y. DICKEY  
Superintendent Division Five

"Tex" Bourland, of Division Five, checker player, pinochle player, baseball fan, and all round good fellow, passed away on July 16th, after making an uphill fight for nearly three months to stay with us.

"Tex" had his little thoughts just like the rest of us, but he had one outstanding virtue that made the world brighter for all who knew him—an unfailling supply of bouyant good humor, that had no trace of malice. Until the end his wit never failed him. Just a day or two before his passing they wheeled him in to see Chief Supervisor Bill Snyder, another good fellow who was also a very sick man. Bill said, "You old rascal, what are you doing here?"

"Tex" whispered, "Just breaking the lead off your pencils, darn you".

Happy landing "Tex". I'll bet a month's pay you make things brighter anywhere you land.

## Square and Compass

Ho, hum!

This balmy Southern California weather with its cooling breezes from the blue Pacific just make a fellow want to go native and, judging from the appearance of a lot of people around town, perhaps we are well on the way.

As can be expected, the news for July and August will be very brief.

Phil Klingelsmith has promised to tell us all about his long awaited vacation, so look for big news in the next issue.

George Smith is going to wait another year before taking his vacation.

Lloyd B. Yeager is doing his level best to take a couple of weeks off for a well earned rest.

Gene Laycox made an interesting trip to Missouri, there visiting relatives and old friends. An interesting feature of the trip was a stopover at Carlsbad Caverns in New Mexico. After three long weeks Gene is back on the job with more pep than ever.

On the evening of July 28th at South Park Lodge No. 563, C. P. Peterson, a conductor of Division Five, was given the Third Degree by our very capable Degree team which is captained by Phil Klingelsmith. We extend a hearty welcome to Brother Peterson.

Joe Steenrod is back from a two weeks vacation which was enjoyed at Catalina Island and the Los Angeles City Playground.

Conductor A. S. McFarland is planning a visit back to Ladonia, Texas in October. Mac thinks that the pan-handle state will have cooled off by October.

The annual picnic held on August 9th at North Hollywood Park was the big event for the month of August. The big feature of the day was the ball game. All the Natives Sons were there so it was an all star affair. Following was the program for the day:

9:00 A. M., Got acquainted and practised; 12:00 Noon, dinner from the good old baskets; 12:15 P. M., ice cream served by the Club; 1:15 P. M., picture taken; 1:30 P. M., baseball game; 3:15 P. M., more ice cream; 3:30 P. M., started races.

The Entertainment Committee arranged a very good program of sports events, with some very good prizes for the winners. There were races for the kiddies, the grown-ups, the real fat ones, husbands and wives, mothers and daughters, and fathers and sons, so everyone really had a most enjoyable day.

Don't forget Ladies Night, September 26th.

HOWARD BABB, *Scribe*



### Veterans Picnic

Another annual picnic has gone down in Club history, 'twas held at Sycamore Grove on Sunday, August 2nd. The crowd was not as large as in past years due to times being better and members in a better position to take vacations, but did those who did attend have a good time, ask them? Lunch baskets were much in evidence from twelve to one thirty and then promptly at two the sports program started, everyone joining in and having a lot of fun, the older ones having as much fun as the kiddies. Many stayed over for a second meal and the sun had dropped down over the hill before some decided it was time to go home.

There will be no meeting during the month of August, but be ready for a rip-roarin' meeting on the 28th of September when business will be resumed for the fall season.

Past Commander Madigan enjoyed a two weeks vacation, just sleeping late one morning and then getting up real early the next morning and going fishing.

Commander George Coulter has been somewhat under the weather for several weeks, but it is hoped he will soon be able to return to work.

Comrade Kohler is spending six weeks wandering around over some of the eastern states with Mrs. Kohler in their new car.

Some of the members and their families pulled off an early breakfast Sunday, July 26th at Fern Dell, and then about noon went to Hermosa Beach for the balance of the day.

Comrade Simpson is spending two months up around Oregon, just resting up and enjoying himself.

"Bobby Jones" Mason spent two weeks at Gilman Hot Springs, taking mud baths and playing eighteen holes of golf every day. That should really take off a little weight.

H. F. NELSON, *Adjutant*

### Barracuda Busters

Yo ho! and a day of pleasure for the Barracuda Busters from Division Three—Sunday, July 26th the party, about forty in number, awoke with the dawn, journeyed about six miles out to sea and spent a very enjoyable day aboard the Rainbow barge. The monsters of the deep refused to be tempted by the bait offered, and the net results of the day's fishing did not amount to very much.

Motorman Eller got lucky and hauled in a ten-pound halibut that won the jack-pot, but this deep-sea delicacy lost a lot of poundage from being handled so promiscuously by the envious ones who did not get a nibble.

Conductor J. J. Olexo is still talking about the "big un" that got away, and he naturally blames the captain, who failed to get his gaff into what he had on the end of his line.

Little Miss Gladys Parson, daughter of Conductor and Mrs. Guy C. Parson, was the party mascot, and endeared herself to all by her winsome personality.

Not a soul suffered from seasickness to any extent, but several had a greenish hue on their faces, even though the sea was cool, calm and collected.

To Foreman Reid of Division Three went many compliments for his efforts to make the day a success, and all hope that he will repeat in the near future.

### Veterans' Auxiliary

Owing to vacation season, there will be no meetings of the Ladies Auxiliary during July and August. We hope to have a good attendance at our September meeting. Come and help us plan some social affairs for the cooler evenings. Let's all try to bring a new member with us.

ELLA M. HOYLE, *Secretary*



At left—Bert Schaubert, in center, Manager of Vernon Yard Club, 1936 Champions, points out some needed improvements at Lary Ball Park to L. B. Meek, right, President of Lary League, and M. A. Triboulet, left, Captain of Division Three Team.

At right—Some interesting groups have been observed at practically all the games of the past season. How many could you name in the above picture? Well, anyhow, reading from foremost to farthermost in the lower row, we recognize Austin Fleetwood, Foreman of Vernon Yard, A. F. Hedrick, Manager of Division One Ball Team, George E. Ferguson, Superintendent of Division Three, L. E. Barkley, Division Three motorman and Motorman and Mrs. Coy Gordon of Division Four. Leon Sweet, Director of Transit Employees Orchestra, may, or may not, be identified in the upper row.

## Baseball

By C. J. KNITTLE

There's many a grin and chuckle and shout in the Way and Structures Department today. The Lary League baseball season has just ended and out of the gangs that toil day and night, replacing worn tracks with new ballast and ties and new ribbons of steel, came the team of youngsters, the Vernon Yard Club, who by their unceasing effort and mastery of the game have become the 1936 Champions of the Lary League.

On August 15th, at a banquet to be given by the Los Angeles Railway to the members of the Lary League teams, the Management will present the Vernon Yard Club with the grand prize, the handsome P. B. Harris Baseball Trophy. It will, from then on, occupy a conspicuous place in the office of the Way and Structures Department in Vernon Yard.

The second prize which was won by the Division Three team will be individual gold-bronze baseball watch charms—one for each member of the team. Division Three's record on the playing field was excellent.

Every game was a real contest to win. Lary Ball Park has never witnessed such keen and evenly balanced competition.

On July 3rd President L. B. Meek was informed by Division One Club that they were unable to gather enough players to play the Division Three team on July 5th as scheduled.

Manager Hedricks of Division One team was on the sick list and one (or two) other members could not be on hand. No other information came from the Division One boys during the following two weeks.

President Meek, understanding that the team meant to drop out of the League for the balance of the season, revised the schedule.

Hedrick, when he returned from the sick list, informed the League that the game with Division Three should have been postponed. (The following Sunday was Division One's off-day.) Hedrick added, however, that since his players had given Mr. Meek the wrong impression, the revised schedule should stand.

And now, ladies and gentlemen, let's look over the latest results and standings and see just what kind of a show your favorite team has been putting on.

### July 5th

|   |        |
|---|--------|
| At 10:30 A. M.:                                       | R H E  |
| Division Five .....001 000 200—                       | 3 10 5 |
| Vernon Yard .....002 110 00x—                         | 4 6 3  |
| Batteries: Beale and Ryan; Espana, Saiza and Quihuis. |        |

Beale pitched an excellent game.

The Vernon lads took advantage of every break to win.

Vernon's winning score, made in the 5th inning, was a homer by Center Fielder Hughes.

At 1:30 P. M.:

Division One Team forfeited a game they were scheduled to play with Division Three on account of an insufficient number of players.

### July 12th

|  |        |
|--|--------|
| At 10:30 A. M.:  | R H E  |
| Vernon Yard .....000 200 007—                            | 9 11 4 |
| Division Four .....001 000 300—                          | 4 6 0  |
| Batteries: Espana. Saiza and Quihuis; Vance and Hancock. |        |

Vance did a splendid job on the mound for eight innings, holding the Vernon lads down to six hits and two runs. The intense heat, however, caused him to lose the game. Vance was exhausted when he took position for the ninth inning.

A home run by Vernon's pitcher, Joe Saiza, was the start for the seven run rally.

|   |         |
|---|---------|
| At 1:30 P. M.:  | R H E   |
| Division Five .....433 173 xxx—                                       | 21 16 3 |
| Coach .....011 000 xxx—   | 2 3 6   |
| Batteries: Beale and Ryan; McNeill, Gilmore, Burns, Seals and Cowley. |         |

It was just another hard luck day for the Coach lads. The game stopped at the end of the sixth by consent of the Coach Team who agreed there was not enough competition.

July 19th

At 10:30 A. M.: R H E  
 Division Three .....001 001 100 6— 9 10 2  
 Division Five .....010 002 000 0— 3 8 5  
 Batteries: Woodward and Meek, Barnett, White; Beale and Ryan.

One of the finest games in recent weeks. Both pitchers played exceptionally hard for a win.

Beale struck out twelve opponents and Woodward put away seven.

The center fielders of both teams, Smith of Five and Schmidt of Three, each made three base hits.

At 1:30 P. M.: R H E  
 Vernon Yard .....653 957 xxx—35 31 2  
 Coach .....100 000 xxx— 1 2 7  
 Batteries: Espana and Quihuis, V. Saiza; McNeill, Gilmore, Burns, Seals and Cowley.

Another example of good sportsmanship on the part of the Coach Team. They showed up with a full team, played hard to win, took a hard beating gamely and agreed to call the game off at the end of the sixth on account of the unbalanced score.

July 26th

At 10:30 A. M.: R H E  
 Coach .....000 001 002— 3 9 4  
 Division Four .....100 311 00x— 6 9 2  
 Batteries: McNeill, Burns and Smith; Evans, Lipscomb and Hancock.

The fielding on both sides was excellent.

Evans pitched a splendid game for Division Four and also hit a three bagger in the third.

At 1:30 P. M.: R H E  
 Vernon Yard .....030 000 070—10 19 2  
 Division Three .....002 000 002— 4 8 1  
 Batteries: Saiza and Quihuis; Woodward and Meek.

It was a pitchers' battle until the eighth when Vernon's center fielder, Hughes, started the seven run rally with a home run scoring Saiza, Fisher and Manriquez.

Saiza struck out ten men and Woodward seven.

Saiza's batting was also excellent, having hit three singles and a double out of five times up.

Schmidt, center fielder for Division Three was credited with a triple, scoring Evans.

Hughes of Vernon also collected a triple.

August 2nd

At 10:30 A. M.: R H E  
 Coach .....000 100 200— 3 5 5  
 Division Three .....131 050 04x—14 18 4  
 Batteries: Seals, McNeil and Burns, Williams; Woodward, Triboulet and Meek, White.

Barnett, of Division Three, was credited with two home runs, one in the second inning and the other in the fifth.

Leese, of Three, tripled in the third and Woodward and Mays made homers in the fifth, Woodward scoring Meek.

The Coach lads took their four-

teenth defeat as gamely as they did the first and it is probably the hope of many fans that, in the next season, the Coach Team will be able to put out some red hot competition.

At 1:30 P. M.: R H E  
 Division Five .....101 000 040— 6 9 2  
 Division Four .....150 010 00x— 7 9 3  
 Batteries: Beale and Ryan; Vance and Hancock.

A pitchers' battle with excellent support on both teams made this one of the finest games of the season.

The only outstanding play occurred in the fifth inning when a hard hit ball from the bat of Pitcher Beale headed for the weeds in deep left field. Left Fielder Hipes made a spectacular dash of about forty feet and, turning at the crucial instant, made a perfect one-hand catch. For nearly two minutes, the Division Four grandstand rocked with applause and a similar ovation was given Hipes at the end of the inning when he came in from the field.

It is the last game of the season and, incidentally, with this victory the Division Four lads hopped from fourth to third place for the final standings.

Mrs. Ann Kuhle, proprietress of Ann's Two Bells Cafe, who has been an ardent rooter for Division Four and refers to the team as "my boys", has asked Manager Cooper to set a date and arrange to have the team at her home for a turkey banquet. This will be the second time this season Mrs. Kuhle has feted the team.

Pitcher Beale, who finished his third season of hurling for the Division Five lads with this game and is also Captain of the team was asked, on leaving the field, to say a few words to Two Bells readers:

"This season was the best we've ever played as the teams have all improved to such an extent that the games were never decided until the last of the ninth. Here's to an even better season next year."

FINAL STANDINGS

|                      | W. | L. | Pct. |
|----------------------|----|----|------|
| Vernon Yard .....    | 12 | 1  | .923 |
| Division Three ..... | 10 | 5  | .667 |
| Division Four .....  | 7  | 7  | .500 |
| Division Five .....  | 6  | 7  | .462 |
| Division One .....   | 5  | 6  | .455 |
| Coach .....          | 0  | 14 | .000 |

August 9th

The baseball game on August 9th furnished some real thrillers for baseball fans, as Vernon Yard team was pitted against a picked team composed of "tops" players from the other teams. The game was played at 10:00 A. M., and after the game there were field events of various kinds. A Mexican orchestra furnished the music.

Baseball Echoes

By L. B. MEEK

President, Baseball League

Well, this will be about the last of the baseball for 1936 as our season closed on August 9th.

It looks as though our traveling trophy will take another journey this year. At this writing I think nothing can stop Vernon Yard from winning it. It appears as though Division Three will hold second place and they have had to play hard for that.

We regret that it was necessary for Division One to drop out of the running but it seems it was necessary on account of injuries, sickness and because some of the players left the team. At one time Division One held a favorable position, but anticipations are not always fulfilled.

Such has been the case with Vernon Yard for the past two years. Now they have reorganized their team and added strength to make it a championship team. They certainly deserve to win. In the two previous years they have played hard but each time finished far down the list. This year they have proved that it can be done if you try hard enough.

To Division Four and Division Five we extend the hand of fellowship. They have furnished good clean competition and were always considered dangerous.

To the Coach Division goes special congratulations for their nerve and ever willing effort to provide entertainment. They have completed their schedule in a favorable manner.

To the fans we extend our sincere thanks for their encouragement. We enjoy to the utmost the razzing sometimes given the players and umpires. That is the spirit of the game and provides the necessary punch to put a team to fighting a great many times.

Each year we learn more, and this year has been quite an experience to us.

We have had a very successful year. We have gained new friends, made closer relationship, and have developed considerable sportsmanship among the employes in their friendly rivalry.

Our concession, which has been operated principally for the benefit of the fans, has done very well. For this we want to thank you all very much. As you know, the benefits derived from the concessions will go to the league and for a prize for the second place team, which idea began this year.

Yours truly is sincerely hoping the next president of the league will be given as much wholehearted support as I have had.

The Vernon Yard officials have cer-

## Personal Pickups

Arthur Genn is on vacation—destination unknown.

We understand that Walter White-side has a private resort of his own at Alpine in the Lake Arrowhead district where he and his family are spending their vacation.

Leland Dye and family are vacationing in the north.

George Link has a postcard from Frank Schull from Hawaii where Frank sojourned on his way to Japan, China, and other Oriental ports. He has taken a seven weeks leave and is to be back at his desk on August 27th.



John Harris spent the first week of his vacation driving his new Chevrolet to San Francisco via Watsonville. The chief object of his trip to the Bay city was to inspect the San Francisco bridges. His second week was spent relaxing at Arrowhead.

Guy Campbell spent his vacation at Twin Lakes above Bishop, and brought back some very interesting pictures.

Gladys Iiams is taking a thirty-day leave of absence and will rest up from her arduous duties on the telephone board.

Norma Pauley has just returned from her vacation—spent partly at the dentist—and the rest in shopping for new furniture for the home.

Frank Snyder has returned from a trip to San Francisco and points north. He says he saw but one bridge; the other was completely enveloped in fog.

C. E. Pelsue is spending his vacation on the smooth end of a paintbrush—doling up the house.

Elizabeth Cochrane motored through to El Paso, Texas, visiting Carlsbad Cavern, the Grand Canyon, and Boulder Dam en route.

Helen Wheeler spent her vacation at Catalina.

Santa Barbara and San Francisco were visited by Helen Hughes on her vacation.

A. H. Charlton went to Ensenada and other Mexican points for his vacation.

Les Sparks has taken to the sea again. He and Mrs. Sparks crossed the channel in their new boat and spent their vacation at Catalina Island. Les reports good fishing, and said he caught an albacore weighing 30 pounds. We'll have to take your word for it, Les!

## Soft Ball

By CHAS. H. HARDY

The Los Angeles Railway Mechanical Night Softball Team playing in the Major Industrial League ended the second half of the schedule still in the lead.

The last games and scores were:

July 3—L. A. Ry., 3; Lacy Mfg., 3.

July 10—L. A. Ry., 5; Kaiser Bros., 6.

July 17—L. A. Ry., 12; Pittsburg Glass, 2.

July 24—L. A. Ry., 9; Signal Oil, 3.

## Anniversaries

Once more we do honor to long, faithful service to the Company. Our oldest, in point of service, active employe, E. L. Lewis, Vice-President and General Manager of the Los Angeles Railway Land Company, was employed by this Company on August 6, 1888.

In August, 1903, P. B. Harris, our present Vice President and General Manager, entered the services of the Company.

August 12, 1903 was the date Ernie Dye, Manager of Transportation, was employed.

W. E. Darby, of the Claim Department, celebrated August 1st as his thirty-eighth anniversary. He was employed in 1898.

P. V. Mann, head of the Lost Article Department, entered the service on August 27, 1901.

A. F. Baldwin, Towerman, was employed August 8, 1899. L. H. Scudder, Watchman, dates his service from August, 1898. And W. A. Welch, Watchman, entered the service August 31, 1902.

## Honor Roll

James Ethelbert Griffith, Car Repairer, Division One Mechanical, was placed on the Special Roll, effective July 11, 1936.

Mr. Griffith entered the service of the Company March 30, 1909 as a motorman at Division Two and changed to car repairer on November 1, 1919.

## More Baseball Echoes

tainly done a lot toward the care and upkeep of the field.

I suppose a great many of you are all ready to go on your vacation now. If so, I hope you really enjoy it.

So, we bid you adieu until next year, and we hope you have enjoyed our entertainment.

## V. F. W.

Southwest Post No. 2828, Veterans of Foreign Wars, celebrated with a party in honor of their third birthday on August 5th. All those who attended thoroughly enjoyed themselves.

The Post is making an appeal for members to pay their dues and help build up the membership of this fast growing Club. All eligible Veteran employes of the Company are invited to join.

The latest word received from Comrade Operator George Stone was that he was all hot and bothered in the country where Ichabod Crane took his last ride.

If any Garage statistician sees this we will appreciate it if he will inform us how much Comrade O. J. Moser, Tower Truck Specialist, costs the Company in seat leather.

C. R. GILLIAM, *Adjutant*

## For Sale

Lot on 5th Avenue, Lawndale. 50x145. \$250.00 on terms. Call Station 261.

## Appreciations

Letters of appreciation for courtesies extended and for floral offerings sent them during the time of their deep sorrow and loss have been received by the Company from: Mrs. Fisher and sons (for Dr. C. A. Fisher); Mrs. Florence E. Chapman and family; Mrs. William Millican and family; Patrick J. Fitzgerald and family.

# News from the Sick

By R. A. PIERSON  
Superintendent of Personnel

During the month of July, there were 19 employes confined to the California Hospital, which represents 137 hospital days. The cost of the Hospital service was \$1,043.00.

J. L. Penny, Motorman, Division One, who has been on the sick list since May 19th, remains about the same. Some days he feels fairly well but other days he feels worse.

C. R. Aker, Conductor, Division Three, has been confined to the Hospital on account of a severe case of poison oak. He is much better and will probably be back to work soon.

H. Gorton, Motorman, Division Five, who has been on the sick list since the middle of June, remains about the same. He will probably be off for a few weeks longer.

A. Nielson, Extra Flagman, Transportation Department, had the misfortune to fracture five of his ribs recently. He is improving and in due time will be back on the job.

G. Duffin, Head Welder, Mechanical Department, spent a few days in the Hospital in July. He is feeling much better and will soon be back on the job.

W. A. Kampman, Assistant Engineer, Los Angeles Railway Building, underwent a major operation recently. He is improving very nicely.

O. G. Thompson, Conductor, Division Three, who has been off since July 13th, is improving slowly and hopes to be back to work soon.

B. Weatherbee, Carpenter, Way & Structures Department, was compelled to go on the sick list in July. He has improved a great deal and expects to return to work soon.

H. D. Plank, Conductor, Division Four, who was operated on in the latter part of June, is improving.

W. J. Deen, Conductor, Division Five, is in the California Hospital under observation. We hope that he will not have to remain there long.

A. Bauman, Motorman, Division Three, who has been on the sick list since April 1st, is improving.

H. E. Mickelson, Conductor, Division One, has been off on account of rheumatism. The latest report is that he is improving.

H. J. Bastian, Conductor, Division Four, who has been seriously ill with pneumonia, is improving and will probably be up and around soon.

D. F. Mason, Foreman, Line Department, returned recently from the Mayo Clinic, where he has been under treatment for plastic surgery. He looks fine and we are glad to see him back, although it will be necessary for him to return for additional

work in the future.

S. Contreras, Oiler, Way and Structures Department, seems to be improving, but is still unable to return to work.

A. E. Fontaine, Conductor, Division One, who has been sick since July 18th, is improving, but will be off for several weeks yet.

R. W. Steedman, Motorman, Division Five, has been quite ill and was finally taken to the California Hospital for additional treatment.

J. A. Parks, Conductor, Division One, who was injured in an automobile accident in May, is doing fine except for the condition of his injured eye.

J. F. Turnbull, Watchman, Mechanical Department, had the misfortune to fall and injure himself, so is spending a few days in the Hospital, listening to the baseball game over the radio.

M. Grace, Conductor, Division Five, was in the Hospital for a few days for a minor operation. Latest report is that he is getting along fine.

G. E. Mawby, Electrical Repairer, Mechanical Department, who has been sick since May 27th, is improving.

T. D. Noteman, Conductor, Division One, is confined to his bed with rheumatism, but is somewhat improved.

A. Miller, Traffic Man, Transportation Department, who has been sick since the first part of May, is improving and is able to take a short walk each day.

R. J. Gates, Motorman, Division Five, had the misfortune to fracture his right arm recently when he fell on a fishing boat. He is getting along fine, but it takes time for broken bones to knit.

A. D. Mathews, Motorman, Division Five, was in an automobile accident on July 19th, and received an injury to his knee. His improvement is rather slow.

J. T. Martin, Motorman, Division Three, who has been sick since June 9th, remains about the same, showing very little improvement.

W. H. Snyder, Chief Supervisor, Transportation Department, who has been in the Hospital since July 1st, is much improved. W. H. has been a very sick man, but we are glad to report that the doctor feels that he will soon be out of the hospital, although it will be some time before he will be out directing traffic.

We regret to report the death of three employes during the month of July, and the death of the wife of one employe. The three employes who died were covered under the Group Life Insurance Policy, and the employe whose wife died was a mem-

ber of the Wives' Death Benefit Fund Plan.

During the month of July, there were 144 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## Observations

By T. G. CUMBERFORD  
Traffic Observer, Schedule Department

Things that impressed me during my vacation: The good roads we have in California; the courtesy of the big bus drivers; how an auto camp owner can put a shower into such a small space; the rising price of gasoline as you get away from Los Angeles; the signs in Arizona "Caution, Deer Crossing Road"; the numerous ground squirrels which always seem to be crossing the road to meet sudden death.

The courtesy of the Canadian customs officers at the border; a thrifty Canadian farmer who has the following: a windmill directly connected to an electric generator which charges a band of car batteries, giving him power for his radio, electric iron, separator and lights.

The clever chap who lifts water from the Red Deer River up to his land, a distance of 14 to 16 feet. He had a homemade water wheel; the force of the river current turned big wooden paddles and each paddle had an empty tomato can fastened on which filled with water on the down trip. These cans came up filled and hit a tub on the edge; the tub collected the water which was then carried across his land in wee ditches.

The Calgary policemen who were dressed like London Bobbies but talked with a thick Scotch brogue.

The abundance of game and fish in the Province of Alberta. The lordly way a skunk crosses the road, and how autos give him the right of way; hundreds of ducks swimming in the big sloughs; the sudden appearance of a buck, doe and fawn on a mountain curve; the lazy rising of trout in the deep mountain pools; the long Canadian twilight.

*These observations of Mr. Cumberford's came just too late for the July Two Bells—Editor.*

## Notice To All Employes

The wife of P. J. Fitzgerald, Special Roll, died July 20, 1936. Mr. Fitzgerald was paid approximately \$570.00 under Wives' Death Benefit Fund Assessment No. P-99. Deductions were made on payrolls ending July 31st.

R. A. PIERSON,  
Superintendent of Personnel

## Births

Congratulations are in order for Substation Operator Edwin Clardy, for on Saturday, July 18th, he became the proud father of a baby daughter who will answer to the tune of Beverly Nancy.

On July 3rd there was born to Conductor and Mrs. D. D. Love, at St. Vincent's Hospital, an eight-pound thirteen ounce son, whom they have named Robert Darwin. Misfortune was followed by good fortune, for only a few days before the son and heir arrived Mrs. Love suffered a fall which resulted in a broken limb, but the gloom was lifted when this youngster came into their lives. Conductor Love is a Division Three man.

About three weeks ago a tiny little girl was born to Mr. and Mrs. J. J. Redding weighing four pounds, two ounces. They named her Susan Marie. Congratulations! Mr. Redding is of Division Three.

On July 23rd a big bouncing boy arrived at the home of Mr. and Mrs. F. C. Peterson. Mr. Peterson says they named him Franklin Roosevelt. Weight eight pounds and a few ounces. Mother and baby are doing fine. Another Division Three baby.

Dorsey Fullbright of Vernon Yard is the proud father of an eight pound son, born on July 20. He is still debating various names for the future President.

Not so Jack Baldwin, also of Vernon Yard. When he arrived in the Yard early on July 7 with a box of cigars, he quietly announced through a megaphone that Richard Benton Baldwin had arrived at his home a couple of hours before.

B. C. Elworthy of the Coach Division announces the birth of a son, Brownlow Mihrtad Elmer Elworthy, June 27th, at the Bell Mission Hospital, weight eight pounds and one-half ounce.

D. G. Townsend of the Coach Division celebrated July 4th with the arrival of little Miss Carol Anita, six pounds and one ounce, at the General Hospital.

Little Miss Dixie Jean Sleeth, five and one-half pounds, was born at the home of E. E. Sleeth of the Coach Division on July 6th, 1936.

Carol Ann, five pounds and two

ounces of sweetness, was born July 14th to Mr. and Mrs. Lawrence F. Hume at the Southwest Hospital. Hume is a mechanic at the 16th Street Garage.

D. Ladhoff of the Coach Division, already very proud of his two boys, welcomed little Patricia Rae, eight and one-half pounds, born July 19th at the Stork's Nest, Inglewood.

F. Kees of the Coach Division announces the birth of Miss Dorothea Jean, seven and one-quarter pounds, at the General Hospital, July 18th.

Friday, July 24th, was a happy day for Motorman C. W. Owen, and he came bouncing in with a great big smile and a box of cigars. Yes folks, it was a seven pound eleven ounce baby boy and he has been named Rodney Wayne. The little chap and his mother are doing fine. Congratulations, Mr. and Mrs. Owen.

On Monday, July 13th, Conductor A. G. H. "Chick" Trager called in in the wee small hours of the morning to put himself on the sick list with sunburn. Later on in the afternoon he came around with a box of cigars and the news that a son was born. Yes, "Chick's" face was very, very red from sunburn and son born. Both mother and baby are doing fine. Congratulations, Mr. and Mrs. Trager.

Motorman C. H. Duncan of Division One, whom we all call "Chief," is proud to announce the arrival of a new little chief in his home on July 25th. He will bear the name of Frank Louis Duncan, as well as that of "Little Chief."

Homer Elliottson Green born July 13, 1936, weight eight and one-quarter pounds, son of Homer Green of South Park Shops. Dad says like father like son and that Homer Jr. is crying for a checker board already.

## Journey's End

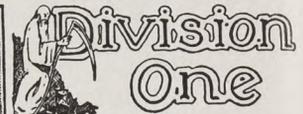
George Washington Chapman, of the Special Roll, passed away July 9th. He was employed by the Company as a conductor at Division Four on April 23, 1895 and was placed on the Special Roll March 10, 1925. Mr. Chapman was a native of New York and he is survived by his widow, one son and four daughters.

Motorman William Millican, of Division Three, died July 12th. He was born in Galt, Ontario, Canada, and was employed by the Company as a motorman September 1, 1904. Mr. Millican was a member of I.O.O.F.

No. 284 at Birds Landing, California, and of M.W.A., Camp No. 7110, Los Angeles. He is survived by his widow, three sons and two daughters.

John Elliott Bourland, Motorman at Division Five, passed away July 16th. "Tex", as he was affectionately known to his fellow workers, was born in Amory, Mississippi and entered the services of this Company July 15, 1920. He left the Company May 6, 1921 but was reemployed as a motorman at Division Two on November 7, 1922 and changed to motorman at Division Five July 31, 1932. Mr. Bourland is survived by his sister.

The wife of Patrick J. Fitzgerald, one of our old timers who is now on the Special Roll, passed away July 20th. Our deep sympathy goes to Mr. Fitzgerald in his great loss.



H. N. COLE

Finally Conductor Ed Urban bought a new uniform, and did it make a change in his appearance! So much so that Mrs. Urban, in order to play safe, has to tie up the dog every afternoon when the time comes for Ed's arrival.

Motorman A. B. Stewart has been proudly displaying a dainty pair of clean hands, and it wouldn't surprise us to see him come in some day with his hands all wrapped in cellophane and stuff. The secret is, his wife has been on a visit back East for several weeks, and A. B. is washing his own dishes and putting out his own cat.

When Conductor W. E. Marsh takes a plunge into the uncertainties of a financial transaction, no matter whether the deal be a small one or a large one, he reaps a big reward. For instance, he loaned a passenger, who was shy of change, two cents to help pay his car fare. In a few days he received twenty-five cents for his investment.

While Motorman C. B. Gordon was in San Francisco on his vacation, we received a card from him stating that he was having a good time and that the brew was unusually good.

Motorman A. J. Rosenstein is back at work, but with one toe protruding from his shoe. This is not because he couldn't find a shoe large enough, as we at first thought, but on account of an infected toe which necessitated the removal of the nail.

Several of those little exasperating incidents in a row did not upset the equilibrium of Motorman Nate Robinson and he just kept smiling. A passenger, evidently a little hard of hearing, came up front to get off, and Robinson remarked concerning the wonderful sea breeze. The passenger, with the exasperating incidents still on his mind, replied, "Yes, they are getting dumber and dumber every day."

Read this and weep with envy. Motor-

man B. B. Parvin, with his wife, left on the 22nd for Alaska. They went to Seattle by auto and from there by boat to Vancouver and then to Skagway, Alaska. They will then proceed by boat to the Yukon, to Whites Pass Lake and Bennett where they will behold one of nature's most wonderful scenes, the icebergs and glaciers. They will be away about thirty days.



Rita Irene at left, age two, doesn't enjoy having her picture taken, but Dorothy Lou at right, age five, takes it with a smile. These two little maidens are the daughters of Motorman and Mrs. Herbert Morrison of Division One.

Here is a big fat vacation. Safety Operator J. A. Hunter has donated eighty-five days to be spent visiting relatives in Utah.

Conductor M. H. Remington has been called to his old home in Oregon, on account of the illness of his father.

Safety Operator J. F. Lerohon took seventeen days which he will spend just getting away from it all.

Conductor E. E. Wood is visiting in Honolulu. He may return in about thirty days, if he doesn't like it too well.

Motorman F. O. Osborne will spend the better part of the next twenty-eight days in Dallas, Texas.

Conductor L. E. Adkins is taking twenty-eight days vacation, which he will spend at home.

Motorman R. R. Peterson fished for two weeks. Lots of fun.

Conductor H. E. Anderson took a flying trip to Yosemite. He was away one week.

Motorman C. H. Coolman spent a week at Catalina.

Motorman C. E. Striffler, two weeks for a visit to Crescent City.

Conductor F. H. Hurley paid a weeks visit to Vallejo, Calif.

\* \* \*  
**Married**

Conductor J. E. Davis and Miss Minta L. Parsons were married on July 25th at Yuma, Arizona. They spent a brief honeymoon in San Diego and Catalina.

Conductor H. I. Frey is away on one of his frequent trips to Grant's Pass, where he has some farming interests. He will be away sixty days this time.

For the next forty-three days, Motorman J. Waddell will be just traveling.

Conductor A. F. Steiner is off with his family and his late model Dodge, for a trip back to his old home in Massachusetts. He will be away fifty-seven days.

Safety Operator S. Ashworth is taking sixty days off, which he will spend in traveling.

Another traveler is Conductor G. A. Urbain. He will spend thirty-three days at his favorite pastime.

Motorman J. W. McCullough took eighteen days off to pay a visit to Victoria.

Conductor D. F. McGaughey is spending forty-five days in Texas, where he has relatives.

Motorman F. P. Danna is visiting relatives in Louisiana. He will remain away forty-five days.

Vacationists still come and go and it seems that they mostly go, as they slip back quietly to resume their duties.

Conductor H. G. Voight is away for seventy-nine days, visiting in the state of Illinois.

A trip to Victoria consumed twenty-eight days of Conductor P. M. Brewis' time.

Conductor G. H. Jordan took a short one, only ten days, to visit San Francisco.

Safety Operator J. Viellenave is taking two months for a trip through practically all the states.

Motorman J. M. Alder spent nearly a month traveling about, to Salt Lake, Yellowstone and other places of interest.

Conductor W. D. Huse spent two weeks at Ranger Station, Bass Lake.

Conductor F. R. Jones took a flying trip up north. He was away for two weeks.

Motorman J. L. Hansen needed just a week to drive up north and back.

Motorman F. T. McClendon left on the twenty-eighth for a thirty day trip to Oklahoma.

Motorman F. Johnston is taking a twenty-eight day vacation—just staying home. He started July 30.



## Division Three

L. VOLNER

Motorman F. O. Hebert, being an Elk, took time out during the recent convention and was kept busy saying "Hello, Bill!" to his many Elk brothers. He states that he has gained quite a great deal of avoirdupois during the week's festivities, and from now on he is going to watch his calories more closely than ever before. Although he might have indulged more than was really good for him, Mr. Hebert says he certainly had one grand time.

After a delightful two weeks vacation spent in his old home in Colorado, Motorman J. A. Martin is back on the job rarin' to go.

Motorman Bert Johnson, in connection with a nearby jewelry firm, recently raffled off a watch for the benefit of the Baseball Team. Motorman M. L. White won the watch, and in the excitement those standing nearby began to run for shelter, as the sputtering following the announcement of the lucky number resembled an April shower.



Naoma Ruth, age five and one-half months, daughter of Conductor and Mrs. C. C. Dalzell of Division Three.

After many years of service as a conductor, E. C. Croughan has resigned and is now a mail carrier. All the boys wish him the best of luck and know he will make a valued employe for Uncle Sam.

Motorman J. A. Murray says he has gotten so much razzing about missing out on Sunday, July 5th, that he wants all to know that he was off duty on that date and that it was not he, but the man who was marked up for his run, who pulled the trick.

The sympathy of the boys of Division Three is extended to Conductor C. C. Dalzell on account of the death of his eldest brother recently at one of the beaches. The death was caused by a sudden heart attack.

Motorman C. T. Morgan and family have returned from a several weeks trip visiting relatives in Kansas and seeing the sights en route. C. T. says there is no place like California, and that in addition to the drought, which the people are experiencing in that country, the grasshopper is eating everything that is edible. And whenever a person gets out where there is the least bit of green, he would have to run for his life, as the grass hoppers are likely to eat his trousers off.

The sympathy of all at this Division is extended to the family of William Millican, who was accidentally killed on July 11th. Services were held at Cresse's Undertaking Parlors in Highland Park on July 15th, with interment in Forest Lawn.

Motorman B. G. Belman has been called to his old home in Michigan on account of the serious illness of his mother.

A card from Motorman P. T. McCusker, who is looking 'em over in Ohio and Pennsylvania, states that he will be glad to get back and that he certainly intends to "stay put" upon his return.

Motorman Bert Johnson is back home after a few weeks visit to his old home in Springfield, Missouri, and as a memento of his trip, he has been confined to his

bed for several days. Bert tells the story of a farmer bringing a load of water-melons to town who was attacked by a hungry horde of grasshoppers. The man managed to save his life, and that of his team by some very quick work, but the entire load of melons, seeds and all, was consumed by these hungry insects.

It is with deep regret we chronicle the passing of C. M. Ward, who for a number of years was a motorman out of this Division. After a lingering illness of several years, death came on Thursday, July 23rd. Funeral services were held in the Little Church of the Heather and interment was in Forest Lawn. To those who are left to mourn his loss, the sympathy of the Division is extended.

After a twenty day vacation, Motorman F. L. Leadbetter is back on the job. During his time off Mr. Leadbetter visited many points of interest in California.

Conductor N. E. Wankier and wife are visiting friends and relatives in southern Utah.

For several weeks Conductor J. M. Wilson is going to mingle among the elite at Lake Arrowhead.

Conductor J. W. Kasbeer and wife spent an enjoyable two weeks vacation in Northern California and points in Oregon. When passing through Selma, Oregon, they took the road to the right and were soon at the place of Fred C. Stauss and wife, who now live on a ranch in that vicinity. Mr. Stauss was a motorman at this Division for several years, and from all reports he and his wife are thriving on their numerous acres. Mr. Stauss is still interested in the happenings of Division Three, and wishes to be remembered to all his former friends and hopes that if any should be in his vicinity they will pay him a visit.

G. W. Chapman, who for several years was a conductor at this Division, passed away the early part of July.

Several years ago Mr. Chapman was injured in an accident and lost the sight of both eyes, but he carried on in a cheerful manner despite his handicap, and always remembered his friends. The sympathy of all at Division Three is extended to those who survive.



## Division Four

C. J. KNITTLE

Hello, friends. About all that happened at Division Four during the month of July was that a number of men went on vacation. To relieve myself of a burden of news, I will give you the "off-on-leaves" first and then see if there is anything left to talk about.

Motorman A. E. Temple was granted sixty-two days leave July 1st to motor to Michigan where he will visit a sister.

Motorman J. M. Hoffman spent thirty-one days starting July 1st making a trip to Seattle.

Conductor J. F. Hughes also took thirty-one days starting July 1st visiting relatives in Fort Worth, Texas.

Motorman F. M. Hill was granted twenty-one days leave July 1st to visit



This little bundle of happiness is Baby George Garrett Vanhorne. He is six months old and is the son of Motorman George R. Vanhorne of Division Four.

relatives in Dallas, Texas.

Motorman J. M. Click is spending a ninety day leave making a trip to Texas, Oklahoma and Yellowstone Park. He left July 1st.

Motorman C. P. Rutledge spent a twenty-one day leave starting July 2nd, vacationing in Northern California.

Motorman W. Brotherton was given a thirty day leave July 3rd to rest at Coronado.

Conductor L. L. Wright was granted seven days leave July 4th to go fishing.

Motorman N. W. Kohler is spending a forty-eight day leave driving back East on business and pleasure. He left July 6th.

Motorman J. L. Smith spent a fifteen day leave starting July 5th, fishing.

Motorman H. M. Barclay, who was married recently, spent a seven day leave honeymooning. He left July 6th.

Motorman E. E. Swartz was granted a seventeen day rest July 10th.

Conductor R. Enright also rested for fifteen days starting July 11th.

Motorman E. C. Fisher was given thirty days rest July 15th.

Conductor W. Pattinson took eight days leave July 15th to entertain visiting relatives.

Conductor W. D. Clement rested up for six days starting July 26th.

Motorman E. Reichelt left July 25th on a fifty day leave to visit a sister in Stevens Point, Wisconsin. He will travel by bus but intends to return with a new Plymouth.

Conductor W. J. Tomlinson is driving to St. Paul, Minnesota, to visit his parents. He left August 10th. One of his brothers, twenty-six years of age, was drowned at McCarran's Lake in St. Paul on July 6th. "Tommie's" mother asked him to come home for a while.

\* \* \*

### Weddings

Motorman W. L. Ross is being congratulated on his marriage to Miss Margie Bennett on July 25th. The happy couple spent the week end honeymooning at Catalina. Our sincere best wishes to you, W. L.

\* \* \*

Thirty newly employed men were assigned to Division Four during July to break in on the front end.

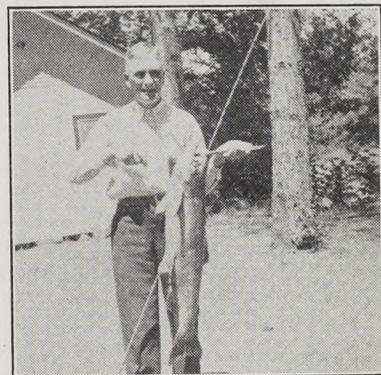
Traveling Instructor W. E. Snell, with the assistance of Instructor Roy Meggison, has been putting in many extra hours supervising the training of the new men. This, however, is not the only duty of the instructors.

All extra motormen are gradually breaking in on the "back end" and the extra conductors are being trained for the "front end". Those who have had a month or more of experience on both ends

are then trained for the one-man-two-man cars.

Instructor Snell, with all these responsibilities, finds time to arrange and conduct meetings every other Tuesday evening for motormen line-instructors and will soon fill in the "off" Tuesdays with meetings for conductor line-instructors. Chief Instructor Dan Healy has been very obliging about attending these meetings, giving practical talks and answering all questions.

An amusing incident occurred on Sunday, July 19th. Motorman Jack Wayne had a student to break in. Jack works an early day run on Line "A". They finished for the day at 12:25. Jack told his student to report back at 6:00 A. M. the following day. The student went home, had lunch, set the alarm for 5:15, and went to bed. 5:15 finally came 'round, the alarm rang, the student crawled out, washed, dressed and came to the Division. But it was still Sunday!



Here's a big one which did not get away. It's a real salmon, three feet and two inches in length and weighing twenty-one and one-half pounds, the largest one landed. It was taken from the Rogue River, about thirty-one miles north of Medford. Holding the big baby is Motorman Louis Erickson, of Division Five. It was caught by Louis' nineteen year old son, Charles.



## Division Five

FRED MASON

That little warm spell we had seems to have started a lot of the boys hunting cool spots and here's where they went.

Motorman H. W. Knowlen took off fifteen days and tripped on up to Portland, Oregon. We had a couple of showers here, too.

Conductor F. C. Ham thought Yosemite would be a nice place, and rightly too, so he hopped off for two weeks.

An then we find Conductor F. R. Conkling stepping out for ten days vacationing at Turlock, California. He took Conductor F. T. Ginger along with him, or maybe Ginger took him, so there will be some fishing, and here's hoping they both come back together.

It's a long jaunt to Springfield, Missouri, but that is where Motorman J. F.

Dalzell is headed for and he will be gone for thirty days.

Conductor G. E. Lowe likes the hot stuff so he spent ten days at Gilman Hot Springs, where the thermometer registered 105 degrees at 9:00 A. M. and after it reached 110, people stopped looking.

Motorman S. B. Sowell is back from Catalina where he spent a nice ten days.

Motorman H. T. "Pinkey" Sanders likes his trips long so he headed for New York City and will be gone for six weeks.



Presenting James D. Laird, son of Conductor D. L. Laird, of Division Five. Young Laird was just recently appointed to the rank of Sergeant, Company "B", of the 363rd Infantry of the Citizens' Military Training Corps.

Just to rest up at home and take it easy, Motorman A. R. Garrett took off thirty days.

Conductor Jim Crane is back from Camp Seeley where he spent a very enjoyable two weeks.

Chattanooga, Tennessee, is where Conductor T. R. Sims can be found right now. He is off for seven weeks.

Motorman Ernest Rhodes is back on the job after three weeks resting up at home.

Another one resting up at home is Motorman J. C. Wyrick, and he is off for four weeks.

With the National Guard breaking camp at San Luis Obispo, we find Conductor and Extra Clerk Frank Keers, and Conductors M. J. Wallace and L. E. Barnett back hale and hearty, and sunburned.

Motorman F. H. Barrett is back from two weeks spent at the United States Marine Corps Base, San Diego, and Conductor F. J. Curtis is now a landlubber after two weeks aboard the U. S. S. Concord as Apprentice Seaman with the Naval Reserves.

Back in Crawford, Colorado, is Conductor J. D. Robertson, visiting the folks. He will be gone for six weeks.

After two cool, refreshing weeks in San Diego, Motorman S. B. Smith and his wife are back in town again feeling very well and rested up.

Motorman George Stone is having a great time back in and around Harrisburg, Pennsylvania. George took sixty days and is due back on August 29th.

Switchman Charlie Worley and his family are visiting the folks in Canton, North Carolina. His sixty days will ex-

pire on August 29th.

We are in receipt of a postal card from ex-Conductor J. J. McCarthy who is in Olive View Sanitarium. J. J. is Motorman Dan McCarthy's son. He writes very cheerfully, saying he is doing O. K. up in that neck of the woods, and he would like to see our ball team finish somewhere around the top. He also adds that if any of the boys are up around that way he would like to see them and concludes wishing lots of luck to everyone. If some of you fellows are up around that way, drop in and see him.

Lest we forget, John, our jolly janitor, is spending his two weeks vacation at Wrigley Field. He will be giving play-by-play descriptions for the next ten months and telling about how he would have won this game and that game, and finish up by pitching a no hit game—behind that broom of his. He said that in one game the pitcher was the best player as he hit the bat every time.

The passing away of that great guy, "Tex" Bourland, was indeed a severe jolt to not only the boys at this Division, but to his many friends in every department and every Division. Words can not express the esteem we held for him and our feelings at his departing. To those dear ones he left behind we offer our heartfelt sympathy.

In a recent baseball game with the Coach Division, which we won by a very lopsided score, we take our hats off to the Coach Division for the great sportsmanship in staying right in the game and fighting right up to the finish. Good luck to you Coach Division gang and here's hoping that next season you will be up around the top and making it good and hot for everybody.



F. ARLEIGH FRAZIER

#### Married

Art Perez was married June 27 to Miss Naomi Fulton.

\* \* \*

R. Findlater was later than usual. He was supposed to meet the wife down town right after work but he went home and the neighbors had to remind him to go and meet her.

Paul Abbey and wife took a trip to Coos Bay, Oregon, and on the return trip he stopped at a filling station to get gas and oil and while he was filling the car his three year old daughter got out of the car unnoticed and went to the rest room. Paul finished filling the car and drove thirteen miles down the boulevard before he or his wife missed the little girl. He needed to refill the car when he got back to the station.

Bob Allen has traded his Hudson truck for a bicycle on which he claims good mileage.

J. Martineau is on a twenty-eight day vacation at Escondido, San Diego and other southern cities.

E. Edwards is off sick but we hope to see him again soon.

Introducing new men in the Truck Shop: Fred Starkey and James Denis.

Mr. and Mrs. Jack Bickford took a

trip to Yosemite in his Piston Slap Six as he calls it.

Bill Thun has returned to work after being off since last December on account of an accident.

A. Edmonds is vacationing at San Diego and is taking other short trips.

E. J. Carmody is visiting Yosemite.

J. Hines is taking in the heat and storms of Texas.

J. Benko is cooling off at the beaches.

Harold Conacher is vacationing at Catalina for the third year.

G. E. Mawby is still on sick leave but improving.

Introducing new men to "C" Inspection: F. W. Wallace and E. Henderson.

Bill Reynolds of the Stores Department took his electric fan to the ERD Department to have the switch turned on as it wouldn't run for him after he dropped it in the sink.

If it isn't too hot Mr. and Mrs. Fred Andrus are enjoying the sights back east.

Tom O'Connell injured his finger on the sanding machine trying to rush the work out.

If you want to be a pal "aller time" see Felipe Carillo, but make sure you have no money to lend or anything he needs.

Ernie Sayre spent his vacation beneath the fig tree at home and riding his bicycle for exercise.

The roll call has a number of additions in Department Six. The new men are: W. C. Kelley, L. M. Stamley, R. S. Hope, Winston Brown, Vernon F. Brown, A. D. Grassholz, N. P. Murray, B. W. Horton, R. P. Chamberlin, R. N. Ross, T. J. Hubbard, Ray McMurray, T. J. Wescomb and E. D. Wankier.

Rex Guinard and L. A. Johnson report plenty of fish at Cottonwood Lake.

Norman C. Farmer lives up to what his name implies. One morning he was awakened about three A. M. by a rustling, crunching, unfamiliar noise; investigating he found a cow enjoying herself in his corn patch. Norman caught bossie and tied her up till morning. He got two milkings and five dollars for damage to his corn.

J. Veal, Jr. is a new man in the paint shop.

J. B. Ross is confined to the hospital for an operation.

George Duffin was transferred to the hospital for treatment.

W. W. Huskey wrinkled up the Willys in an accident.

We received a card from John Lewis mailed in Tokyo, Japan. He is taking his third trip around the world.

A. Edmonds came into the shop the other day with his hands and legs all skinned up and says he didn't pick a fight but was just trying to ride a bicycle.

If you want to see the height of some thing or 'nother take a look at Charlie DeBaum's patented waste basket.

I. Mendoza wishes to thank the boys for their thoughts during his illness.

H. P. (Standing Bull) Dickens, hammer driver, is going into the tire business specializing on "5" ply India tires. He will sell them to you cheaper than the manufacturer will sell them.

Latest word received from Carpenter Foreman J. Spearing: returned to good old U. S. A. and visiting sister in Detroit.

# Virgil & Santa Monica



## Coach

D. S. COBURN

Johnny Hay, Long Beach operator, recently had one of the new 3800 class coaches which are equipped with air horns. As he presed on the horn button, the air backed up through the steering post and generously sprayed his face with a coating of very sticky grease, but Johnny just grinned and took it.

Conductor M. Brazil is enjoying his vacation at the home of his parents at Pismo Beach.

George Loyd, one of our new men, worked a Vine Street run the first Sunday after he finished breaking in, and was quite worried when he learned that Al Tieman would be off that day, as he was afraid there would be no one to turn him around if he should run late.

Supervisor N. K. Miller is taking his annual vacation but was very secretive about where it would be spent. Perhaps Mr. and Mrs. Miller are away on their second honeymoon.



Mrs. George Olinger with her little son, Bryant Kent Olinger. George Olinger is Mechanic at Virgil Garage.

Conductor J. N. Boucher narrowly averted what might have been a serious injury recently, when he fell from the platform of his coach. Fortunately the coach was standing at the time and he suffered no ill effects from the fall.

E. B. Logsdon, Supervisor at Virgil Street Division, has returned from his vacation, having spent most of his time at home giving the homestead a new coat of paint.

F. C. McCamy, former Operator, has returned to the Pacific Electric Railway, having worked there before coming to the Motor Coach Company.

It is reported that Adolf Hitler is in a quandary at Berlin over the transportation situation for the Olympic games. If Mr. Patton could have made the trip his worries would be over. Mr. Patton had charge of the transportation for the

Olympic Games at Los Angeles four years ago.

J. D. Marshall has transferred back to operator after working as a conductor for a few months. It is rumored that he just couldn't take it.

Walter Richter has left us, having resigned to take a position with the Police Department.

Stanley Hart of the General Office, returned from his vacation a few days ago. He had planned to spend his time in the mountains near Bishop, but on arriving there the weather was very much warmer than here so he returned and enjoyed the balance of his vacation in and near Los Angeles.

According to reports, Bill Stearns tried to adopt a new style cap to wear while working his run on Vermont Avenue. Perhaps he can blame the hot weather for his absent-mindedness.

### MECHANICAL DEPARTMENT

Hank Thompson, our genial Day Foreman, recently showed up the boys on the washrack. A 3800 type coach was needed in a hurry and Hank washed and cleaned the coach in 12 minutes, which is good time for two or three men.

Bud Cuthill has returned from his vacation, driving a new Chevrolet.

Henry Forsberg, Master Mechanic at Virgil Street, has returned from his vacation, having spent part of his time at Lake Arrowhead.

Joe Grimsley, Storekeeper, is enjoying a two weeks sojourn in San Francisco, having made the trip up the coast by boat.

Art Paschke has a Lincoln incubator for sale. Capacity of incubator is 1,280 eggs, and it is priced very reasonable. Anyone interested see Art at Virgil Garage or at 3121 Kenwood Street, Burbank.

Al Gardner, mechanic, is on the sick list having received a broken rib when he fell in the Garage.

Ed Helmick is expecting to be at work shortly after being on the sick list for over a month.



## 16th Street Coach

CHARLES H. HARDY

L. N. Kelly took a vacation, but as his car eats up so much gas he decided to loaf in the dugout of the Los Angeles ball team.

Al Brehm is keeping clear of women drivers, especially if they drive anything that looks like the antique Essex that cracked up his new V-8 recently.

H. Sweet took a trip to Green Lakes and found plenty of heat on the way.

Alfred Hitch is sporting a new Plymouth.

Several of the boys would like to know if Hitler delegated Epp to take personal care of Sammy Singer.

Ted Fogelman was off for a couple of weeks having an operation on an arm. He expects to be in good shape for the coming basketball season.

L. D'Antignac Wood and E. J. Elgood gave the girls at Catalina a treat for a week.

A. A. Grant is the new addition to the office.

"Bone Dry" Bone says there are times when circumstances alter cases.

Easy pickings at Ping Pong still include McCarthy and Willis.

Since King Edward was almost shot his former chauffeur wonders what chance he has on North Soto.

We offer our deepest sympathy to B. B. Towsley and C. H. Slater whose mothers passed away recently.

It is reported that E. J. Elgood fished out a small boy who was drowning in a local swimming pool.

We wonder if J. Davis and Stone are that way about each other.

"Elmer" Morton has made a bid for the 4:30 shine.

Unfortunately our selections for the Olympic team missed the boat. They were P. E. Snyder and Schunck for the 100 yard dash; Brehm and Nowak for the two mile; A. C. Davis and Lou Singer for the shot put and Kresge for the hurdles.

W. Webb, the astrologer, predicts a hard time for Snookey's companions after that workout with shovel and mop.

Sugar Foot Barstow is now the big traffic man from down North.

It is reported that Mrs. Klopfenstein's little boy, Ira, the Invincible, better know as the State Southern nighthawk, has met his Waterloo. The one time Iron Man spends his spare time constructing chicken coops with artistic windows for his fair lady. And then there is that extra trip to Long Beach each morning which does away with a lot of unnecessary slumber. Ah me, spring is still here.

A sure sign of real hot weather—Pop Adams removes his coat.

That old poultry, the stork, was kept busy delivering to the families of the Coach Division as the Birth Column in this issue will show.

New operators entering the service during the month of July were: F. P. Connelly, E. R. Roberts, M. R. West, A. F. Steiner, J. E. Mulconery, J. H. Mabey, A. C. Fields, B. E. Eales, J. W. Landreth, P. A. Rowley, M. Murphy. Transferred from Wilshire Line to Los Angeles Railway Lines were: H. M. Edwards, R. O. Bennett.

\* \* \*

### Weddings

John Sherwood married Miss Margaret Jones on July 19th. The reception which followed the ceremony was well attended by fellow employees.

\* \* \*

R. H. Jackson married Miss Iris Iona Lamb at Cooper, Texas, July 7th. Jackson brought his bride back to Los Angeles where they will reside.

\* \* \*

### GARAGE

Sam Turner has been wearing a big smile since Mrs. Turner returned from her long vacation. He claims that there were no dishes in the sink when she arrived.

H. Lane, charter member of the Suicide Club, is now sporting a new motorcycle. His razor slipped the other day and he is again clean faced and youthful in appearance.

Jack Savage has returned from an extensive vacation through the north, east and southern states. He drove the late H. A. Crocker's car back on the return trip.

Joe Crawford will not be invited to go deep sea fishing with his uncle until he takes up a correspondence course on the subject. The other day while angling about he got a bite which promised to be good. Joe slapped on the brake on the reel as though stopping a bus and as a result the supposedly giant fish swam off with half of the tackle. Luckily the ship's anchor held.

We extend our deepest sympathy to W. Bates whose mother passed away recently.

Steen and Dorothea Parker spent their vacation at Coronado Beach and points south.

The Garage ball players sent a letter of thanks to C. W. Smith, Mechanical Expert of the Westinghouse Air Brake Co., for the bats and balls he so generously sent for their use.

It is reported that H. Nordmark is about to muscle in on the piece of pie that little Mexican Louie gets for sweeping the walk in front of the restaurant.

We understand that Jerry Smith is shopping around for a large basket that he can use either as a shield or to catch balls. His thumb having healed up he is now stopping them on the beak.

Ed Sullivan returned from a pleasant trip to Denver.

Bill Wilson helped Sid Dale to recover from a serious condition by donating some of his blood. Dale, suffering from spinal meningitis, is well known to our ball players.

Doyle Rishel and family returned from a pleasant and interesting vacation trip around Crater Lake, Klamath Falls, and the Columbia River.

G. Penny spent part of his vacation at Big Bear with his family.

We are all glad to hear that Mrs. Joe McDonald is recovering from her serious illness.

\* \* \*  
**Weddings**

Two more of the Garage bachelors changed their minds. J. H. (Buck) Jones married Miss Annette Kinney at Laguna Beach on June 16th.

Paul Vernon Wood married Miss Verba Anderson at Santa Ana on July 7th.

\* \* \*

L. Van Slyke, traveler and sportsman, gave the crowd at Arrowhead quite an exhibition of outboard racing recently, which was good while it lasted. On a sharp turn Van went overboard as though equipped with wings, leaving his lady fair without so much as an instruction book. The boat was finally brought under control while Van gave a swimming exhibition.

Leap year has taken quite a toll in the Garage and as we still have several eligible bachelors, there is considerable speculation as to who will be next.

Bud Taylor went north to Salinas to spend his vacation.

F. Bruner caught a gas thief red-handed the other evening in the act of draining the tank of a parked car near the Garage. He was turned over to the police

who found that he was wanted on other charges in San Diego.

H. Beck of the Second Shift terminated his service with the company.



F. F. ROBEY

**DIVISION ONE**

Our good friend Jim Griffith recently paid us a visit. Jim reports everything is fine out at the ranch.

Mr. and Mrs. John Glynn spent a very enjoyable weeks vacation over at Catalina Island.

The following are the names of the newest men to start work at Division One: D. W. Mitchell, M. L. Hart, V. DePaul Tobin, B. A. Pederson, E. L. Davis, O. D. McKimney and T. D. Jefferson. We're glad to have you with us, fellows.

Clay Haywood and family spent an enjoyable vacation visiting Northern California and Oregon.

Ray Hayes, our Painter, spent his vacation visiting Palo Alto, San Francisco and Yosemite National Park.

Alec Reid, our Scotch Carpenter, reports having a very good time on his vacation.

LeRoy Burr and family had a very enjoyable vacation visiting friends in Salt Lake and Denver, also visiting Bryce Canyon on the way back.

To add to the comfort of the sandman, all the old gang planks are being replaced with new ones.

E. F. Bond, Assistant Foreman, is back at work again after a two weeks vacation. Floyd reports a good time and lots of sleep.

The "Old Observer" has been noting the playing of Messrs. Hubbard, Kennedy, Williams and McDonald in their early morning cribbage games. His opinion is that, with about three months practice and some expert coaching, they might be able to challenge the night men.

**DIVISION TWO**

J. A. MacKay, Mechanical Street Inspector, is off on a twenty-eight day vacation and has gone to Boston to visit relatives. He expects to be back about the first of August.

E. R. King is leaving the 2nd of August on a fourteen day vacation. He and Mrs. King expect to spend most of their time at Long Beach.

Old Division Two came to life again the other night just to house the extra cars for service to the Coliseum and when the west gates were opened, almost every one on the corner thought, "Oh, Boy—they are opening Division Two."

Part of Division Two is open and working to help out the Shop in the rebuilding program.

**DIVISION THREE**

Foreman E. C. Muse has returned from his vacation and reported a good time. He went to Flint, Michigan, bought a new Chevrolet at the factory and took in a sight-seeing trip back through the eastern states and his old home town,

and up into Canada to Callender where he saw the famous quintuplets.

Assistant Foreman E. W. Swanson is back on the job after his vacation spent visiting Yosemite National Park and other points of interest.

T. Hubbard purchased a new home and moved into it; another satisfied employe rewarded by steady employment, which enabled him to purchase a home.

G. B. Magin has gone back to Minneapolis and St. Paul to visit his mother and sister. We received a card from him. He said he is having a hot time there.

A. Pabst is all smiles these days. It looks like he may be giving up a bachelor's life in the near future.

A. Roman is back to work again after several weeks off with a broken jaw, which he received in an automobile accident.

H. Wescombe is off on his vacation. He took his family and journeyed up into Canada for two weeks. We are waiting for the fish stories, about the big salmon that got away.

C. Binkiewicz is back at work again after a few days sickness.

F. Rappe is back again on the job after two weeks vacation spent just resting around home.

G. Atkins went on a fishing trip the week-end of the 18th. George said they had a good catch and the big one did not get away this time.

F. Miller, our good natured janitor, has purchased an automobile, so Frank takes the family out now to see what California looks like.

**DIVISION FOUR**

Cliff Cathay aspired to fill the place in the pitch team vacated by Mickey Holland, but can do no better than Mickey against Bob Bath. Irving McIntyre has taken on the job of coaching him, and he has hopes that he can do something with the material in hand. Anyway, he will try hard.

Joe Turnbull, Night Watchman, had the misfortune of falling recently and seriously injured his leg. He is confined in the California Hospital at the present time and we wish him a speedy recovery.

Merle Jackson has taken a months leave to visit relatives in Canada.

Jim Inman is back after two weeks vacation visiting local beaches and working on his ranch at Lancaster.

Foreman W. W. Aldrich is off on vacation. We will have to await his return for further reports.

"Shorty" Johnston spent two weeks visiting Portland and San Francisco.

Mrs. Garna Mason and Lulu Battle are visiting friends in Northern California.

We have a real crooner in our gang. Al Yerkes is singing with an orchestra at the Deauville Club in Santa Monica.

**DIVISION FIVE**

N. A. Land attended the Elk's Convention and we understand that he lead the band in his new Chevrolet.

Our office Clerk, F. E. Dudley, is vacationing with a trip to Oregon and Washington.

Benny Burgess took his 12 inch Crescent wrench and Stillson home the other night to do some minor repair work on his ignition system on his car. He tells that he gets up to 12 miles to the gallon now.

Harry Goodman spent an enjoyable vacation at home.

All the boys on the wash rack have a good coat of tan this year, working with their shirts off. It seems to be the style around here. You can always tell a new man by his white skin.

Jimmie James tells us that on two occasions he made an effort to return Basil Allen's shotgun, but could not find him at home. Knock a little harder next time, Jimmy.

Ray Fulton is back on the job again after a short sick spell. How were the nurses, Ray?

Our Assistant Foreman, G. P. Macqualters, and wife have returned from their vacation covering a distance of 5,020 miles in seven days. Their three Dodge cars must be all automobiles.

Ask Soapy Boen how many cousins he has.

Ed Hess and his brother-in-law, Jimmie Ross, have been wiring Ed's house. They say that the wiring on 2602 has nothing on them.

Oscar Lund came to work the other night with his neck all taped up. He had been playing ball as usual and something slipped. The doctor told him he lost his cud. Some of the boys thought that there must have been a mistake, as only cows have cuds. Oscar insists that the Doc was right. Maybe it was your Adams apple, Oscar.



## ELECTRICAL



### WALTER WHITESIDE LINE

Sam Underhill worked in the Line Department office renewing the finish on the furniture. Everyone was very well pleased but some of them were a little jealous of the job on Heinie's desk. Of course, the reason Heinie's desk shone more was because Sam lingered there longer, so now Heinie should be able to find a deer this season. Incidentally Heinie will bet anyone a dollar that he bags a deer this season. You gambling men had better get in touch with him.

Some great mystery surrounds the recent vacations of Governor Ben Fulton and Gene Laycox as neither one of them has spoken a word regarding their trips.

W. E. Conway, while working in the vicinity of Macy and Date Streets, had the misfortune of sliding down a pole when his spike disengaged. Luckily he caught himself in time and no serious damage resulted, excepting for a slightly strained back.

Also during the month Frank Tarpley and Joe Urban had to take time off due to illness.

### SUBSTATIONS

B. I. Boughton took a hurried trip to Yellowstone Park and had to cut his stay short because of the heavy rains. On his return he tried to get someone to accompany him to the land where they grow fifteen pound steelhead trout, but could not succeed in finding a companion.

W. G. Clardy spent a very enjoyable trip through the Redwoods and also visiting Mt. Lassen.

W. Drummond figured that when a person takes a trip it might just as well be a real one. And he sure did just that by driving to Winnipeg, Canada.

Morris Lander was desirous of learning how the other part of the state lives. He visited the Big Basin, Santa Cruz and the Bay Cities. He also loaned his personal eye to the construction of the new bridges. We are all waiting for his return to get his expert opinion on the comparison of engineering feats between the Bay Bridges and Boulder Dam.

Russell MacMillan, the leading sharpshooter of the Railway, enjoyed a trip to San Diego during his vacation. He also took in several local trips, probably visiting all the shooting galleries in Southern California.

D. O. Coulam spent his vacation in and around Los Angeles.

Before E. O. Thurtell left on his trip he spent considerable time mapping out the route of his journey. He made a post card index file of his itinerary and as he passed these different points of interest he just dropped these cards in the mail box, addressed to his different friends in Los Angeles. This way he didn't have to stop and write.

Howard Jones spent a very enjoyable vacation in the High Sierras, fishing and taking pictures.

Duke Cochran is the proud owner of a nice new 1936 Chrysler sedan.

Recently Sammy Van Den Burg was called on to work late at Inglewood Substation. He finished his job about seven o'clock, called the dispatcher, and then left the station after locking the door. Just as he got in his car he noticed a woman locking the gate and he ran after her, yelling for her to let him out. She didn't hear him but he saw some boys playing a short distance away and he called to them for help. One of the boys informed him that he would get the gate keys from his father but that he (Sammy) had better not yell so loud as he might disturb their guests.

John Burke returned to duty for a few days but had to return to the sick roll again.

Owen Quigley had to take a few days off due to illness.

C. E. Martin spent considerable time packing his camping outfit in anticipation of a very lucky fishing trip, but when he arrived and got his camp set up at Virginia Lake he met his first disappointment—the fish were not hungry. Of course he stayed a few days and tempted the fish but to no avail. Then he got disgusted and pulled camp and drove into Sequoia National Park.

### ELECTRICAL CONSTRUCTION AND BONDING

After Dick Payne took a trip to view Boulder Dam he had to spend several days resting up.

Ed Gregory took in Lake Tahoe, and also watched the workings of the divorce mill and night life patrons in the fair city of Reno.

Bill Lane visited Yosemite Valley again

this year so by now he probably can qualify as a guide.

Harley France was off a short time due to a summer cold.

George Agraneotis was off some time nursing a carbuncle on his leg.



### H. I. SCHAUBERT

The Track Department extends its deepest sympathy to Mr. Hogg, Night Storekeeper at Vernon Yard, on the passing of his daughter, Francis.

Ben Weatherbee has been on sick leave for some time. No late report on his condition. Here's hoping no news is good news.

Walter Whiteside might be somewhat timorous about reporting an incident which occurred in the Yard recently but the Track Department, as usual, plunges blindly ahead with the truth, regardless. We have been reliably informed that after Heinie Messner parked his car in the pole yard the other day, some scoundrel in the Track Department moved a fire hydrant in front of the car and Heinie nonchalantly shoved it out of the way on making his departure.

George Jamison has returned from his vacation trip to Oregon. He proudly displays a snapshot showing eighty nice big trout neatly arranged on a log. Not bad, George, for an old bass fisherman.

Bill Swearingen, Charlie Plume, Elmer Mitchell, Austin Fleetwood and Harold Petrie were not so fortunate on their recent fishing trip to Big Rock Dam. The best they could show on their return was a bad case of sunburn. At least they attributed the reddened condition of their noses to exposure to the sun, rather than embarrassment due to an empty-handed return.

Bill Weeks and Frank South had a hard time the other day trying to decide who was being kidded when each offered the other refreshments in celebration of his birthday. Although it is quite apparent that they are not twins, each claims the twentieth of July as his birthday.

Cal Simmons has made such a remarkable recovery from his recent illness that he now shaves with cold water. His recent effort to convert Jimmie Watkins and Charlie Plume to his new method, however, fell rather flat when he attempted to shave after Jimmie Watkins had gently but firmly applied a piece of concrete to Cal's new razor blade.

Ed Fleming did not get full enjoyment out of his vacation as he had to spend some of it in bed following an attack of poisoning from eating clams he had gathered in his back yard.

Jack Robinson is considering making application to the Transportation Department for a position as Information Man. He plans to be the font of wisdom for all deaf and dumb patrons, and asks to be stationed at Venice and Grand.

Otto Johnson's plans for a vacation trip to Chicago are now complete, following a compromise agreement with his wife. She wanted to go to Chicago.