

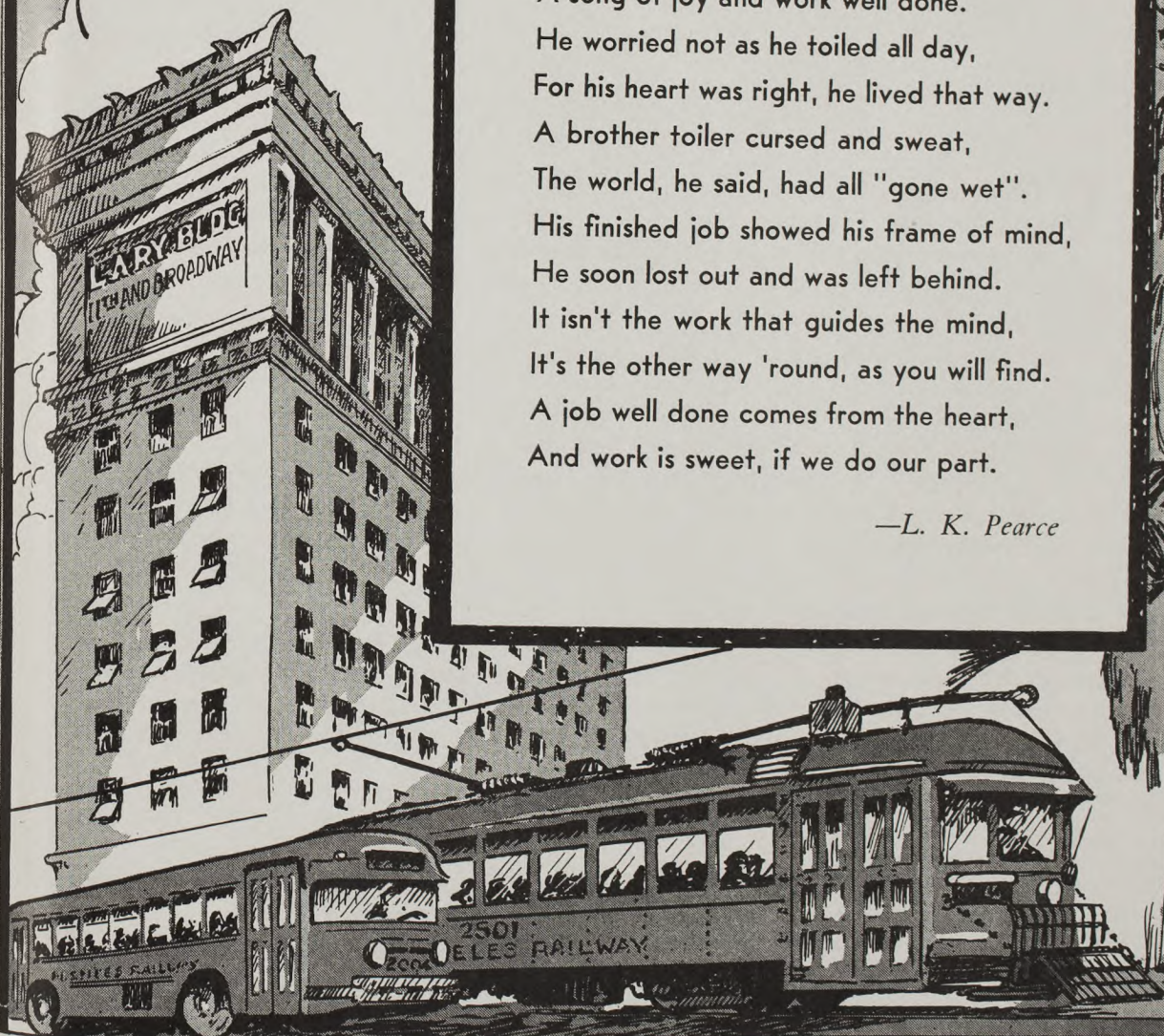
# TWO BELLS



## Work Well Done

A lineman sang in the boiling sun,  
A song of joy and work well done.  
He worried not as he toiled all day,  
For his heart was right, he lived that way.  
A brother toiler cursed and sweat,  
The world, he said, had all "gone wet".  
His finished job showed his frame of mind,  
He soon lost out and was left behind.  
It isn't the work that guides the mind,  
It's the other way 'round, as you will find.  
A job well done comes from the heart,  
And work is sweet, if we do our part.

—L. K. Pearce





## Ride Selling Helps

**W**E RODE with a motorman the other day who had a lot on the ball, but who did not have many opportunities to get it off. At the end of the line we had a chance to talk about "Falling-in-Car" accidents. This motorman said to us:

"You know there isn't a man on the system who doesn't know better than to jerk his car, and even so, if he gets anything out of his training and experience at all, he knows how to make time and operate a car without roughness. But he gets the worst of a traffic signal here and another one there; a double park auto and then another one. First thing he knows, the motorman begins to take it out on his car without thinking. If he stopped to think, he would realize that he was getting rough and that he was liable to throw some passenger inside his car.

"I see by the reports that some accidents cost the Company plenty. Then it makes all the passengers in the car sore at the Company and at the trainmen too. Sure doesn't make them feel like buying passes or tokens, either.

"If every motorman would cut out rough operation, we would soon cut down these expensive 'Falling-in-Car' accidents and more people would feel like riding the street cars and buses."

General Claim Agent S. A. Bishop read this and remarked, "That motorman said a mouthful, alright."

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## My Dad Said to Me

**M**Y DAD and I, long years ago, were walking down the street, when suddenly a little dog came yelping around our feet. He snapped and snarled so viciously, that measly little pup, it looked to me as though he thought that he could eat us up. I turned and threw some stones at him, which always missed the mark, and when I'd try to drive him off, the louder he would bark.

"Now, son," my father said to me, "just go along your way and pay no heed to yelping dogs; remember what I say. You'll notice if you let/him be, and only hold your peace, the little cur will soon grow tired and all his bluffing cease; but every time you stamp your foot and shout to him, 'Begone,' you show that he's annoying you, and he will bark right on. It takes a dog to fight a dog—just post that o'er your shelf. When canines come and snarl at you, don't be a dog yourself. And later, when you've grown to man, and petty men attack, don't stop to pick up stones to throw, don't try to answer back. Just walk right on and pay no heed to anything they say, and very soon they'll give it up and go another way."

It's a very old and simple trick these petty minds employ—they say the gods will first enrage the man they would destroy. And dogs and men, who snarl behind your back, will only snarl the louder if you answer their attack. And they'll have done the very thing they started out to do, if, being yellow dogs themselves, they make one out of you.—*The Ink Spot.*

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*Failure is the path of least persistence.*

*Discreet stops make speedy journeys.*

*Let your work, rather than your tongue, speak for you.*

*Quitters never win—winners never quit.*



# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Fifteen

August, Nineteen Thirty-four

Number Eight

JANET C. McNEILL

Publicity Manager and Editor

## Safety and Courtesy Contests

By E. R. DYE

Operating Superintendent

With one month of our Safety and Courtesy Contest completed, the following figures indicating the number of men displaced at the various Divisions are interesting:

| Division | Number Men Participating | Number Displaced | Number Displaced More than once |
|----------|--------------------------|------------------|---------------------------------|
| 1        | 517                      | 76               | 16                              |
| 3        | 398                      | 63               | 12                              |
| 4        | 490                      | 75               | 15                              |
| 5        | 501                      | 87               | 11                              |
|          | 1,906                    | 301              | 54                              |

The total accidents for the month of July did not decrease as compared with the month of June, 1934, and were considerably in excess of the number of accidents for July, 1933.

The interest manifested by platform men of the various Divisions in the progress of the Safety and Courtesy Contest is indicated by the close watch kept on the charts at the different Divisions, and, while during the first month of our Safety and Courtesy Contest we did not seem to have accomplished anything so far as reduction in accidents is concerned, it is hoped that with the increased interest from month to month in this Contest, we will be able to show the Management a decided decrease in our accidents.

## Weekly Pass Extended

The California Railroad Commission has granted us authority to continue the use of the Weekly Pass for another ninety days, which will expire November 10, 1934.

## Receive Promotions



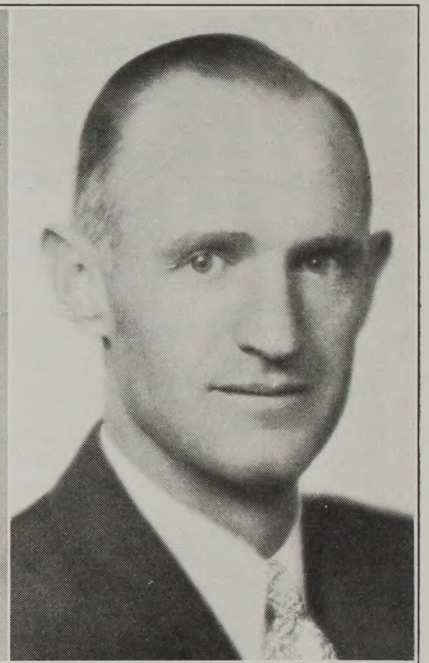
Samuel J. Nock

Samuel J. Nock was appointed by the Board of Directors on July 17th to the office of Secretary-Treasurer of the Los Angeles Railway, succeeding to the post left vacant by the recent death of Charles A. Henderson.

Mr. Nock has occupied the position of Auditor of our Company since 1928. He came to this Company in 1921 from the Pittsburgh Iron and Steel Foundries Company where he occupied the position of Auditor and Assistant Secretary. His first position here was that of general bookkeeper.

At the same meeting of the Board of Directors Jesse C. Yarbrough was appointed Auditor to succeed Mr. Nock.

Coming from McAlester, Oklahoma, Mr. Yarbrough entered the services of



Jesse C. Yarbrough

the Company as Time Keeper in the Mechanical Department on May 7, 1923. He was made Price Clerk in the Auditing Department September 19, 1923 and Cost Accountant in January, 1925. In April, 1932 he was made Assistant Chief Clerk and was appointed Chief Clerk on January 1, 1933.

## Convalescing

We are glad to announce that George M. Link, Chief Clerk in the Engineering Department, is at home once more and is getting along splendidly. It is even reported he has gained twenty-five pounds. We all hope to see him back in the building soon.



## Division Meetings Interesting

"Accidents" was the subject of the Division meetings held the week of July 9th.

The trainmen were addressed by J. Stuart Neary of the Company's Legal Department, R. B. Hill, Manager of Transportation, E. R. Dye, Operating Superintendent, and John Collins, Superintendent Meter-Mileage Department.

Mr. Neary spoke in part as follows:

During the last seven years I have gone over and studied thousands of accident files. As I reviewed them I asked myself this question, "How did the accident happen and how could it have been avoided?" That is the question that I have to answer in court.

More recently I have gone through your rules. I have heard fellows state that it would be impossible to live up to all the rules. I have heard others complain that there were too many rules.

I sometimes wonder if the platform man understands just what his position is when operating a car; what relationship he has to the public at large. Mr. Collins told you that the general public is your boss. That statement is literally true. It is the people of the State of California who made the rules and who look to the management to enforce them.

Rules are merely instructions and are made so that you may better carry out the responsibility placed upon you by the people of California.

When you operate a street car you are carrying passengers for hire and that business is one that is vested with a public interest.

Should you desire to operate a grocery business all that is necessary is that you have money enough to stock your shelves and pay your rent, etc. However, should you decide to enter into the transportation business—say get a bus and carry passengers, you would have to get a permit from the State of California and one from the Board of Public Utilities. You would then have to present to these bodies the proposed schedules, tell them how much fare you are going to charge, what kind of equipment you have and whether or not it was up to their standard. These regulations are placed on common carriers of passengers because the public has a very definite interest in that business. Since the people have a very definite interest in the conduct of the business of carrying passengers for hire, they have placed upon the people engaged in that business a very definite duty, and all of the rules that you have to live up to can be boiled down to the one rule imposed upon you and the Company by the people of the State of California. Section 2100 of the Civil Code of the State of Cali-

fornia says:

"A carrier of persons for reward must use the utmost care and diligence for their safe carriage, must provide everything necessary for that purpose, and must exercise to that end a reasonable degree of skill."

The Company is responsible in damages to a person who is injured by reason of the **slightest** negligence on the part of the motorman or conductor. To motorists and pedestrians you owe another degree of ordinary care. But if you will always remember that you owe your passengers the highest degree of care, that will take care of the ordinary care you owe pedestrians and motorists.

Mr. Neary then made an appeal to platform men to secure witnesses, stressing the necessity of obtaining as many as possible, no matter how trivial the accident may appear to the trainmen. He also asked all platform men to make an effort to first obtain witnesses who had what he termed "a grandstand view" of the accident. In the event that the accident occurs on the front end, get the people in the front end first and then get bystanders and any motorists who may be following the car. In the event that the accident occurs at the rear step, then get the people on the rear of the car.

Mr. Neary spoke at length on blind accidents which are continually coming up and on which the Claim Department has no report, no witnesses nor anything with which to defend the Company.

The ability to "take it" was forcibly expressed by Mr. Neary. He stated that he knew what the platform men were up against out on the road—just what they had to contend with. If they can "take it", and allow the passenger to be always right—they will make friends not only for themselves but for the Company.

Mr. Hill referred, in his remarks, to the unusual number of falling in car accidents and made reference to the question in the accident report blank "Was there any unusual jerk of the car?" He noticed that the answer to this question was invariably "No". He believes that from ninety-five to ninety-nine per cent of the time the trainmen were absolutely telling the truth but that there was this about it: The motorman is sitting on his stool braced, ready for the car to start, and the conductor, through intuition is braced all the time for the start, and the unusual jerk that throws the passenger is not appreciable to the crew, and so they are sincere in their answers.

However, the fact remains that the car was started with a little too much speed, and that if the instructions

## Notice!

It has come to my attention through various heads of departments that many of the employes of the Company do not know, or perhaps have forgotten, that the Legal Department of the Company offers to them free of charge **ADVICE** on any personal problem they may have. For many years it has been the practice of the Company to give employes this service, but I am again calling it to the employes' attention and inviting them to use it.

If you have any personal problem about which you need legal advice, see the head of your department who will direct you to the proper person in the Legal Department.

P. B. HARRIS,  
V. P. & Gen. Mgr.

given in regard to proper operation were followed to the letter, as applied to power saving, ninety-nine per cent of the falling in car accidents would disappear.

Mr. Dye expressed gratification in the fact that Mr. Neary, of the Legal Department, had talked to the boys from the view-point of the Legal Department, and that all must have benefitted greatly by his talk.

The highlights of Mr. Collins' talk are contained in an article by him in this issue of Two Bells.

## New Contributors

We are greeting new friends with this issue as Two Bells has been opened to the Los Angeles Motor Coach Company.

From this issue on they will have a regular place in our columns. The new Scribe is R. E. Russell, Los Angeles Motor Coach Company Operator, and he has started off with a nice lot of news.

Extra copies of Two Bells will be supplied at Sixteenth Street and at Virgil and Santa Monica so that each employe of the Los Angeles Motor Coach Company may have a copy.

We are sure that all our LARY family will join Two Bells in welcoming the Los Angeles Motor Coach Company employes to our pages.

## In New Offices

S. J. Nock, our new Secretary-Treasurer, has taken up his new duties in Room 402, Main Office Building, while J. C. Yarbrough, Auditor, has moved into Room 905.



## Wedding

An event of more than usual interest occurred on July 25th when our new Auditor, J. C. Yarbrough, was united in marriage to Marguerite B. Hasenfang.

"Peggy", as she was affectionately called by her many friends in the Company, was Typist and Voucher Clerk in the Auditing Department. She has been with the Company since October 8, 1923. We are all sorry to have her leave the Company but glad for her new-found happiness.

We all wish Mr. and Mrs. Yarbrough great and lasting happiness and prosperity.

## Square and Compass

President Wm. M. Morgan has appointed Brother Lloyd B. Yeager, Superintendent of the Line Department, to fill the unexpired term of Treasurer occasioned by the passing of our beloved Brother, Charles A. Henderson.

Inasmuch as the Club did not hold a meeting in July there is no news available for this issue of Two Bells. Vacation season is upon us now in full swing and your Scribe, being somewhat out of touch with most of the membership, will have to await the September meeting for the usual gossip.

We anticipate a grand assortment of fish stories, etc., so will reserve the necessary space in a future issue of this publication.

In the meantime if you have any information or had any special experience on your vacation, send the information to the writer. News is sadly lacking at this time and it will be appreciated. Address 820 Los Angeles Railway Bldg.

Fraternally,

JACK K. WILSON,

Director of Publicity.

P. S. Yes! The vacation bug has been nibbling on the writer!

## A Real Old Timer

On August 6th E. L. Lewis, Vice-President and General Manager of the Los Angeles Railway Land Company, celebrated the forty-sixth anniversary of his association with the Company. Mr. Lewis entered the service on August 6, 1888 and has been with the company the greatest number of years of any active employe.

Congratulations, Mr. Lewis, and may you have many more happy anniversaries.

## Highlights of Talk

By JOHN C. COLLINS

Supt. Meter-Mileage Department

When a new man enters the platform service we know what is ahead of him. We know that the things with which he comes in contact, such as loads or traffic delays, either irritate him into wrong action or stimulate his intelligence into recognizing that we have these conditions to meet and overcome as best we can.

The cause of an accident can be traced to the first violation of a rule. The violation is, therefore, a potential accident. As people have been encouraged to file claims, our problem is to prevent claims by preventing the accident. The first step towards the prevention of accidents is to recognize that the only problem you have is that of your own self and how well you follow the instructions you have received in correct operation.

The correct operation takes care of power saving and the accident problem automatically.

Knowledge of rules means nothing if the man does not possess the ability to put them into practice.

Knowledge means the clear perception of facts, truths or realities as the material on which judgment can be exercised. Judgment means a right estimate of these facts, truths or realities in themselves and in relation to each other.

There is a relationship between the moves necessary to start, run, or stop a car, and the passengers on the car, as well as towards the people in the street. Mistakes are made because men do not have the same reaction to the same condition each time but vary according to their particular moods.

We all assume some degree of responsibility in carrying on this work and why should an Instructor jeopardize his position for a man who does as he pleases rather than do as he knows he should do?

By what law does a man expect to remain in the service who deems himself authorized to defeat the wishes of those who are held responsible for his actions?

We have one simple system of operation and millions of combinations to which it may be applied, so there will always be some slight difference in application. The principle, however, remains the same. If no effort is made to apply the principle, there is no possibility of mastering the system.

There are three classes of accidents we want to cut out altogether: collision of cars; falling in cars due to rough starts, and hitting curves too

fast; and rear end collisions with automobiles through assuming they will get out of the way, instead of realizing that the operator has all the distance from where the last stop is made to get his car under control and avoid a collision.

When a man violates rules it is either because he doesn't know what he is doing or he does so on purpose. One reason is as bad as the other. Men do not have accidents, however, when under the observation of an Instructor because the operator's mind is then directing his actions along the right channels. As this is true, I can see no reason why a man can not exercise the same balanced judgment while under the observation of his passengers who, after all, are his real bosses.

## Contest Winners

The contest among the trainmen for the best stories of how some difficult situation with a passenger or with the general public has been handled closed July 16th.

The winners, who will receive the five dollar prizes offered for their answers, are: Conductor E. C. Croughan and Conductor P. E. Atchison, of Division Three; Conductor F. U. England and Conductor Wm. H. Snow, of Division Four; Conductor J. Tierney and Operator M. J. Wallace, of Division Five.

## Provident Fund Ballot Results

On July 25, 1934, ballots were cast by the members of the Los Angeles Railway Corporation Employees' Provident Fund to determine whether or not to suspend payments by members and the Company to the Los Angeles Railway Corporation Employees' Provident Fund for another year, commencing August 1, 1934.

The total number of votes cast was 2,356, as follows:

|                    |       |
|--------------------|-------|
| For Suspension     | 1,547 |
| Against Suspension | 809   |

All ballots were counted and checked by a majority of the Board of Administrators.

As announced last year all money paid into this Fund, by members of the Fund or by the Los Angeles Railway Corporation, has been used in the purchase of securities for the Fund.

These securities are held by the Depository—Security-First National Bank of Los Angeles, and are not available and can not be used by the Railway for any purpose.





P. B. Harris, Vice-President and General Manager, presenting the P. B. Harris baseball trophy to the League through Roy Platner, organizer of the LARY Baseball League, while President S. M. Haskins and a galaxy of our Company officials and baseball players approve.

Mr. Harris is shown congratulating Mr. Platner on the League while Mr. Haskins is standing immediately back of their hand-clasp. Reading from left to right from Mr. Harris, in the front row, are: George E. Ferguson, Superintendent of Division Three; R. B. Hill, Manager of Transportation; F. Van Vranken, Manager of the Motor Coach Division; L. L. Wimberly, Superintendent of Division Four; E. R. Dye, Operating Superintendent. Back row: On the end is T. Y. Dickey, Superintendent of Division Five, and standing next to him is E. C. Williams, Superintendent of Division One.

## Baseball Smoker Thoroughly Enjoyed

Did we have fun? I'll tell the whole universe that the Baseball Smoker at Division Three on July 18th, 8:00 P. M. was a gala event. All the lads, and a few lassies were on hand to garner up a few eats and listen to a well-balanced program of diversified entertainment. Did the boys have that look of the old athlete on their faces and figures? Again I say they were as fine a lot of gladiators as ever graced any amphitheatre, Coliseum or baseball field. In the pink of condition after a strenuous several weeks' schedule of baseball, in addition to their regular duties as motormen, conductors, coach operators, mechanics, switch repairers, maintenance of way men, or, in fact, any work connected with our property.

The gathering of the clans, all full of pep, started early in the evening, and at 8:00 P. M., to the strains of music furnished by the Los Angeles Railway orchestra, the trek to the festal board began.

Manager Harry Tuttle of the Car Barn Cafe was at the end of the parade with his girls and boys, and by the time the guests were seated, the provisions were being placed in front

of the hungry throng. Chicken a la King, salad, potatoes with the attendant supply of bread, butter, celery, etc., followed by delicious peach shortcake, were the eats provided, and as the coffee was finished and the smoking element lit up the cigars provided, a short singfest was indulged in before proceeding into the auditorium for the speaking part of the program.

E. R. Dye, Operating Superintendent, furnished one of the sensations of the evening by conducting the singing, and his strong, mellow baritone induced the bashful ones to get out in the open and exercise their tonsils. Mounted on the table, his convincing gestures got 'em all going, and the cries for more and more and more came near developing into an evening of song rather than the fixed program. He's a "wiz" at anything he undertakes, and this latest accomplishment astounded even his very close friends.

The big hit of the evening, to those who had the opportunity for the first time to meet most of the Los Angeles Railway official family, was the way these men of affairs entered into the spirit of the occasion and played with their fellow workers in a way that

showed clearly their desire to meet the boys who do things on their own common ground.

President Sam M. Haskins led off, and in a convincing manner showed clearly, what is common knowledge to his intimate associates, that he likes to play as well as the other fellow. He was glad that he came out and let the other fellows with whom he works look him over while he was doing a bit of lookin' himself. Those in attendance were glad that he was there and were happy to know that our "Big Boss" is strictly human. He is a busy man of affairs, but he has time to take time out to meet with his fellow-workers.

Aside from the honor of having the opportunity of meeting our President, the next biggest part of the evening's entertainment was the novel and entertaining address made by P. B. Harris, Vice-President and General Manager. Ever since his entry into our organization this man has been a worker and not given to much conversation, but the spirit of the occasion evidently got under his skin and his reaction was indeed surprising. He punctuated his remarks with several timely stories that kept 'em laughing even after the close of the festivities. It was a big surprise to see the man who talks so little "get hot" and ex-



tend himself. This uncovering of his fund of humor made him even more popular than he has been in past years.

F. Van Vranken, the grand old young man of the street car game, told the boys how the game of life is similar to a game of ball, and the applause was loud and long. Van never fails to satisfy whenever called upon, no matter what the occasion.

Manager of Transportation R. B. Hill, never at a loss for words, told 'em how he was a baseball fan back in the long, long ago, but today we will wager that Gentleman Robert couldn't hit a balloon with a twelve inch board.

E. R. Dye pledged support to this healthy sport, and every one of the boys know that the stern features of this official will soften up a bit when any baseball player requests any favor.

Bert Schaubert, representing Vernon Yard, refused to comment without advice from his lawyer, and as that gentleman was on an enforced leave, the Maintenance of Way felt sure that no secrets of State would be revealed.

Chas. Morse, Superintendent of the Los Angeles Railway Motor Coach Division, took a bow and promised to come back next time and "do his stuff", as did the Division Superintendents.

All of the team members, their managers, mascots, etc., took bows and received plenty of acclaim from their buddies who had met them in combat during the past successful season.

The trophy which was donated by Mr. Harris, was presented to the League and accepted by Roy Platner, who has devoted much time to helping the various Clubs get in line.

The trophy is a magnificent piece of work, and the lucky team will, without doubt, treasure it highly while it is in their keeping.

Roy Platner, of Division Five, and W. M. Vaughan, of Division Four, who are directly responsible for this wonderful season of ball, deserve great credit for their efforts, and every dern one of the boys who played is also in line for all the praise possible. They worked early and late on their regular duties, but never failed to get on the job and play the best brand of ball that was possible. They sacrificed time and rest periods to practice, they went to work many times with sprains and bruises that ordinarily would have meant a sick report, but they carried on like all true sportsmen, and their only reward was the cries of approval from their well-wishers who were rooting and roaring for victory. There were times when outbursts of anger prevailed, but it was soon forgotten, and the "palzy walzy" spirit again predominated. It

was a great gang, mates, and every man who took part should rest assured that the sport loving part of our personnel is proud indeed of those who gave us such wonderful entertainment.

The music was furnished by the Los Angeles Railway orchestra. Eats were furnished by the old provider, Manager Harry T. Tuttle of the Car Barn Cafe, and his staff of young ladies and service men put everything out in snappy style. Flowers were from the Los Angeles Railway gardens at Division Three.

Seats and table equipment for the banquet room were brought in from Vernon Yard.

Two of the vaudeville acts were put on by men from Division Four and the other was put on by a friend of Mr. Vejar from the above named Division. An additional part of the program was performed by Mrs. Betty Certain who assisted the orchestra with as neat an exhibition of tap dancing as we have seen for some time. This young lady has been studying for some time in one of the classes conducted by our City Playground Department, and is rapidly becoming very proficient.

The good old Los Angeles Railway family has lots of good talent, and meetings of this nature not only bring it out, but help the morale in a big way.

G. E. F.

## Baseball Season Over

By C. J. KNITTLE

The Lary League Baseball season is over. In the wind-up, which was nothing short of spectacular, Dame Fortune apparently deserted the leading team, Division Five, and gave the last scheduled game to the lads of the Coach Division.

The unexpected turn of events resulted in a tie between Division Five and Division Four for first place in the standings of the League.

In the play-off on July 29th, the Division Four team won in a sweeping score of 25 to 4.

Two Bells congratulates the Division Four Ball Players on their well-earned victories throughout the season and ultimate winning of the 1934 season.

The beautiful P. B. Harris Baseball Trophy has been officially awarded and may be viewed in the Trainmen's Room at Division Four.

And here are the complete results of the July games:

| JULY 8TH    |    |             |    |
|-------------|----|-------------|----|
| Div. Four   | 12 | Coach Div.  | 5  |
| Div. Three  | 6  | Vernon Yard | 2  |
| Div. One    | 8  | Vernon Yard | 4  |
| JULY 15TH   |    |             |    |
| Vernon Yard | 8  | Div. Five   | 10 |
| Div. Five   | 11 | Coach Div.  | 20 |

| JULY 29TH       |    |           |      |
|-----------------|----|-----------|------|
| Div. Four       | 25 | Div. Five | 4    |
| FINAL STANDINGS |    |           |      |
|                 | W. | L.        | Pct. |
| Division 4      | 13 | 3         | .813 |
| Division 5      | 12 | 4         | .750 |
| Division 3      | 9  | 6         | .600 |
| Coach Division  | 8  | 7         | .533 |
| Division 1      | 3  | 12        | .250 |
| Vernon Yard     | 2  | 13        | .133 |

Division Three Team, with its recently recruited pitcher, Nephi Wankier, promises to be a hot contender for the trophy in the 1935 season.

Division One Team may also hold an enviable place in the 1935 standings. These boys also acquired a new pitcher recently, Richard Means, whose excellent mound work will probably bring his team into the League limelight.

Much credit is given the Vernon Yard and Division One Teams for their remarkable sportsmanship throughout the recent series. Regardless of their inability to recruit suitable pitchers until late in the season both teams played hard and courageously and took their defeats gamely, proving that after all, "The important thing is not winning but taking part," and that "The essential thing is not conquering but fighting well."

## Sportsmanship

Division Five and Roy Platner, Baseball Organizer, have asked us to extend their heartiest congratulations to Division Four and the Division Four Baseball Team for its success in capturing the P. B. Harris Baseball Trophy by winning the 1934 LARY Baseball League series.

Mr. Platner, as you all know, was indefatigable in his zeal and unsparing of his time and even of his money in his effort to make the games a success. A true sportsman, he says that while he is very sorry the Division Five Team did not win the trophy, he enjoyed every game played tremendously.

## Pennant Winners

By L. VOLNER

Everyone is very proud of the record made by the Car Barn Cafe Bowling Team which is composed of Division Three men and Harry Tuttle, Manager of the Car Barn Cafe.

For thirty weeks a contest known as The Industrial League has been on at the Highland Park Bowling Alley and the Car Barn Cafe Team won the pennant.

The team is composed of Operator J. H. Demaree, Operator J. McComas, Harry Tuttle, Operator George Plummer and Conductor Frank Millican, Captain.

Each individual member will be presented with a gold medal.



## Back from World Tour

J. C. Lewis, of the Spejal Roll, has recently returned from an around the world trip. He didn't bring 'em back alive but he did bring back a reindeer skin from Lapland as a souvenir to our General Manager, P. B. Harris.



With Count De Rosen as a traveling companion he left San Pedro, January 29, 1934, on the Marribooka, a cargo boat, for Brisbane, Australia, arriving there on the 19th of February. They spent six weeks traveling from one end of the Island to the other.

From Australia they crossed the Indian Ocean to Port Aden on the same boat. Then through the Suez Canal where they took a taxi to Cairo and visited the pyramids.

Meeting the boat again at Port Said they cruised on to Algiers where it was raining so hard they could not enjoy themselves. It had been raining since Christmas.

From Algiers they crossed the Mediterranean Sea, passed through the Straits of Gibraltar, the Bay of Biscay and into the Channel to Birkenhead, near Liverpool.

Devoting three days to England, they visited Antwerp, Belgium and made a side trip to Holland. Then on to Gottenborg, Sweden, where they left the boat and took a 450 mile trip, through wonderful scenery, to Stockholm. Two days of sightseeing and then by train to Abisio, Lapland, where Mr. Lewis got the reindeer skin for Mr. Harris. They spent three days at this place which is 125 miles within the Arctic Circle.

Returning by train to Stockholm, thence to Gottenborg, they boarded the Steamship Margaret Johnson for the homeward journey, arriving at San Pedro July 7th.

Mr. Lewis was born in Wales; came to this country in 1897 and became a citizen in 1904. He was employed by the Los Angeles Railway in 1909 in the Mechanical Department where he worked for twenty-one years and claims he was never late but one time

when he overslept.

He was placed on the Special Roll March 1, 1930 and since then, as he is a bachelor and therefore "foot loose and fancy free", he has been busy "romping around the world".

## Rifle and Pistol Club

The big event for this month for the Los Angeles Railway Rifle and Pistol Club was a challenge match with the Postal Pistol Team. This match was held in Elysian Park at the Police Range on Sunday, August 5, 1934 at 10:30 A. M.

We now have fifty-five members and are growing every day but we still need more members from the Plat-form Service and the Offices.

Our meetings are held on the second and last Thursday of each month and we take this opportunity to extend a hearty welcome to all the employes. Our dues are three dollars a year payable quarterly. With this fund we hope to have our own range.

We have taken steps to obtain from the United States War Department, regulation army rifles and ammunition and when these arrive we will start a shoot at Fort McArthur or at the National Guard Range. It will take a long time of record keeping to determine who are the best shots and who will be on our teams.

All you fellows, and girls too, who like to shoot and who think you can make the team come on out and practice. Most of our shooting takes place at The University Police Range located in Baldwin Hills. You go by the Sunset Golf Course on Crenshaw about at Santa Barbara, turn west into the Golf Course and then follow the signs which will take you to the range.

L. F. SPARKS, *Secretary.*

## Journey's End

Peter Christian Petersen, of the Special Roll, passed away July 9, 1934. He was born in Denmark and was employed by this Company as a stableman on February 8, 1890. He was transferred to conductor April 1, 1897; was appointed watchman in the Mechanical Department June 14, 1921 and was placed on the Special Roll November 16, 1927. Mr. Petersen is survived by his wife and three sons. He was a member of the Independent Order of Forresters and the Danish Brotherhood of Los Angeles.

\* \* \*

Arthur Henry Bromilow, Car Cleaner Foreman, Division One Mechanical Department, passed away July 26th. He was born in Knowsley, Lancashire, England. The Company employed him as a repairer in the Mechanical Department on May 2,

## Treadle Equipment on Line "N"

Effective August 5th the Company put into service on the "N" Line, cars equipped with the automatic treadle, the automatic sensitive door edge, sensitive step, interlocking brakes and indirect lighting.

The passenger boards the car at the front end, pays his fare to the conductor, (or operator if one man), and passes back to his seat. In leaving, the passenger signals the operator by pushing the button, the same as in other cars, then goes to the rear exit, stands on the treadle where it says "Stand Here" and waits for the car to stop. As soon as the car stops the door opens and the passenger steps to the street.

Standing on the treadle will not open the door unless operator is signaled by passenger pushing button as signal to stop. The rear door can not be opened when the car is in motion.

The door is equipped with a sensitive edge to protect the passenger from being caught by automatically opening or sounding an alarm bell. The "sensitive edge" consists of an electrical device enclosed in the soft rubber edge of the door. This door is as nearly accident proof as human ingenuity can make it.

These cars are equipped with indirect lighting fixtures, designed to avoid the glare of facing bright light and also to improve reading conditions by reduction of shadows.

An additional feature is that with this equipment, what is termed a "circulating load" is provided—passengers always enter at the front end of the car and exit at the rear, saving them time and the discomfort caused by the conflict of passengers both entering and leaving the car.

1918. He resigned December 7, 1919 to enter the train service as a motorman on December 8, 1919 from which position he resigned January 12, 1920. He was reemployed as a repairer February 10, 1920; appointed watchman February 1, 1932 and was transferred to Car Cleaner Foreman September 16, 1932. Mr. Bromilow is survived by his wife and son.

\* \* \*

Rufus Omer Farmer, Motorman of Division Five, passed away August 1st. He was born in Allen County, Indiana and started work with the company as a motorman at Division Five on September 30, 1918. He left the service August 27, 1919 on account of the strike, but was re-employed at the same Division as motorman on September 9, 1919. Mr. Farmer is survived by his wife, four sons and one daughter.





A few of the happy crowd at the annual picnic of the Los Angeles Railway Veterans' Club and Ladies' Auxiliary at Sycamore Grove on Sunday, July 15th.

## Veteran's Club

The picnic of the Veterans' Club at Sycamore Grove on the 15th of July was well attended and everyone seemed to have a good time. The entertainment could not have been any better and all enjoyed the races whether they won a prize or not.

The Executive Committee meeting which was to have been held on the 28th of July was postponed on account of the Golden Gate Post of the Canadian Legion at Huntington Park having a card party and buffet supper on that night and the members of our Club and Auxiliary were invited to attend. We were well represented and all had a good time.

Our Commander Jim Madigan is on his vacation so we do not know what he has in mind for the future.

H. F. NELSON, *Adjutant.*

## Honor Roll Employes

Nothing doing this month, but be sure to remember the regular monthly meeting to be held Tuesday, September 4th.

The election of officers for the ensuing year will be held at this meeting, and other important business will be taken up.

Billy Schultz, of 1736 West 51st Steet, is sick and William Sloane, of 3332 East 3rd Street, has broken his shoulder and has been laid up for the past several weeks. Both of these Honor Roll men will greatly appreciate a visit from any of the Honor Roll members.

GEO. A. PRICHARD, *Secretary.*

## Auxiliary

Regarding the picnic, just read all of the Veterans' Club news and you will all realize that you missed a REAL good time.

Our drill team is progressing by leaps and bounds. We have made some splendid progress thanks to our instructor, Comrade Barkley, and we are in hopes that before the last of the year we will be able to prove to you that we are going places.

**SPECIAL ATTENTION:** August 25th, which is a Saturday, and incidentally pay day, has been chosen by our entertainment committee as the date of our next social affair, which will be held at the home of our Senior Vice-President, Mrs. Helen Nelson, 350 West 109th Place.

The plans for the evening are being kept a secret, but I have been told by some one in the know that it's going to be a WOW, and for all of you folks to be sure and be there. The admission will be 25c per person. Now here is another chance to have a good time with a good gang.

Don't forget the date, August 25th, we'll be a-lookin' for you.

ESTHER L. WILLIAMS, *Secretary.*

## Still Paying

At the time of going to press, Peter Moritz, barber in the Main Office Building, has redeemed his promise of a free hair cut, shave, shampoo and tonic to a total of thirty-five home run snatchers of the Lary Baseball League and the offer remains open to any of the players still holding tickets.

## Veterans of Foreign Wars

Los Angeles Railway Veterans Club members and their wives, are invited to attend the joint open meeting and celebration of South West Post No. 2828, Veterans of Foreign Wars and Auxiliary, on August 15th at the Zarro-McKinney Hall, 8501½ South Vermont.

This is our first anniversary and one of which we are very proud.

Our delegates returned from the Department Convention, held at San Diego in June, with the trophy awarded to the Post in the Second District having the largest percentage of gain in membership for the year.

The Auxiliary President, Lela Moser, was appointed Department Musician.

At the birthday party the entertainment will be furnished by the Zarro-McKinney Studio and a ten piece S.E.R.A. orchestra will furnish the dance music. Refreshments will be served and the treats are all on us. So remember the date and pay us this visit.

R. R. McFALL,

*Senior Vice-Commander.*

## Voters Attention!

The state and county primaries will be held on August 28th. If you are not registered so you can vote at the primaries, be sure to do so before the November finals. As good citizens we should all take an interest in our government. Let's all be good citizens. Vote.



# Personnel Department News

By R. A. PIERSON  
Superintendent of Personnel

During the month of July, there were eleven employes confined to the California Hospital, which represents 136 hospital days. The cost of this hospital service was \$831.97.

O. Arguello, Conductor, Division One, spent some time on the sick list during the last month. He is now improving.

C. L. Lindop, Conductor, Division Five, had the misfortune to fracture his arm on July 15th while playing baseball. There have been so many casualties among our baseball players this year that we have lost track of the number. However, it is a grand old game and we enjoy it just the same.

Louise Ashley, Stenographer, Claim Department, is improving, and we hope that she will soon be back at her desk again.

J. W. Reynolds, Conductor, Division Three, is now home from the hospital, but is still confined to his bed. We trust that he will be up and around soon.

L. A. Lock, Car Repairer, Mechanical Department, who has been on the sick list since June 19th, is slowly improving. He has had a rather serious time, but at present is beginning to improve.

W. C. Brown, Assistant Superintendent of Car Equipment, is making steady progress, although it may seem rather slow to him. He is now able to get out and around for short walks.

J. W. Duncan, Conductor, Division One, is back on the sick list, but we trust that the outdoor life will be beneficial to his health.

Roy Chase, Conductor, Division Four, who is confined to the California Hospital on account of a fractured leg, is doing as well as could be expected. However, with such a serious injury, he may expect to make the hospital his home for some time to come. Even with all this handicap, Roy has a smile for you when you visit him.

E. Sullivan, Conductor, Division Five, who was injured some time ago in an automobile accident and had the tendons of his hand cut, returned to the hospital for surgical work during June. He is doing very nicely but tendons heal very slowly and he will be off for some little time yet.

F. R. Baldwin, Motorman, Division Four, has been on the sick list since June 4th. He seems to have taken cold after leaving the hospital, which retarded his progress.

Marvin Davis, Garage, who was operated on some time ago, spent three or four days at home and then decided that the hospital was the best

place for a man with pleurisy and returned. He is now getting along fine.

A. T. Cameron, Motorman, Division One, who was recently operated on at the California Hospital, is getting along nicely.

L. M. Enos, Motorman, Division Four, who has been confined to the hospital for some time, is slowly improving. If L. M. carries out his plans, his associates will think Santa Claus has returned when he gets back to the Division, as he insists he is going to allow his beard to grow during the time he is on the sick list.

A. L. Wolpers, Car Repairer, Mechanical Department, who was operated on recently for a strangulated hernia, is making a very nice recovery and will, no doubt, resume duty at the expiration of the allotted time for such operations.

Regret to report the death of three employes during the month of July, however, there were no deaths among the wives of employes. Two of these employes were covered by life insurance under our group policy.

During the month of July, there were 66 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

While a majority of our employes appreciated the protection afforded by the medical and insurance plans, there are a few of them who were entitled to this protection who failed to take advantage of it at the time the plans were inaugurated. A number of these employes have lost time on account of sickness or injury, and most of them have immediately, after resuming duty, taken the necessary steps to secure the protection which they did not have.

## Night Ball

By J. H. McCORNACK

Sixteenth Street Garage Night Ball Club is starring in the second half of the League. They have not lost a game and do they draw the crowds!

Captain George Oliver piloted his Club through the first half with a loss of only one game but thinks that that is one too many to lose and is determined to win them all from now on.

Their laurels include the letting down of the Rich Pie Company with a score of 3 to 4; the Pajaw Fruit Co., 8 to 2; the Knights of Pythias, 5 to 2; Epworth Athletic Club, 6 to 5 and the L. A. Pie Co. went home after our batting practice with a score of 21 to 11. These boys really have something on the ball.

## Foremen's Meet

The regular monthly Foremen's meeting of the Mechanical Department was held in the Instruction Room, on July 14th.

The Chairman for the day was Wm. T. Brown, General Foreman of Car Houses.

The subject for the first portion of this meeting was to "Name Five or More Qualifications Essential for New, Unskilled Men to Possess to Build Up a Strong and Efficient Organization."

Mr. Brown, in opening the meeting, commented as to why he had selected this subject for this particular meeting.

There were a number of the men absent on account of vacations. Also, some of the foremen were absent on account of supervising some of the special lighting features that were being installed on the one man-two man car program.

The following men responded by giving short talks, or reading papers, pertaining to their ideas of the qualifications essential in choosing a new employe: H. A. Longway, I. C. Gordon, W. R. Cavett, W. W. Aldrich, M. E. McCune, J. M. Cook, H. K. Conacher, E. C. Muse, J. Gordon, R. L. Guignard, Lee Crump, A. L. Davis, F. T. Burchett, C. B. Lindsey.

Mr. Brown, in explaining why he had selected this subject, stated that during the last eight months he has employed approximately one hundred new men and has interviewed many times this number during this period.

H. E. Jordan, in commenting on this subject, thought that it could be defined in two definitions; namely, honesty, including loyalty and integrity; and the will to progress.

After a short intermission, Wm. T. Brown introduced a guest speaker, Mr. Percy Boeck, who is the Western Manager of the Oakite Company of New York. Mr. Boeck gave a very interesting talk of the developments in the product that is used for car cleaning. He also displayed moving pictures of a recent tour that he made to portions of North Africa. These pictures, and his descriptive talk, were very interesting as well as educational, and we are sure that every one present appreciated the opportunity of seeing them and meeting with Mr. Boeck and his associates.

F. T. BURCHETT, *Secretary*.

## For Sale

Bicycle, size 26, good shape. Will trade for small gauge shotgun or 22 rifle. Conductor O. C. White, Division Three.





# BIRTHS

Motorman A. Perry of Division Four proudly announces the arrival of a handsome baby boy at his home June 26th. The little fellow tipped the scales at seven pounds and nine ounces. He has been named "James Arnold".

\* \* \*

Conductor H. E. Dickinson of Division Four also announces the birth of a baby boy at his home June 28th. The little one weighed seven pounds and four ounces and has been named "Howard Junior".

\* \* \*

A baby girl arrived at the home of Conductor G. B. Capps July 17th. Daddy Capps was "purty" tickled and passed cigars around. The little lady weighed eight pounds and four ounces and has been named "Barbara Jean". Her dad is a Division Four man.

\* \* \*

Howard Wallace, of Virgil and Santa Monica Coach Mechanical Department, is the proud father of a seven pound baby girl. His wife and daughter are at the Hollywood Hospital and doing splendidly. We hope his new responsibility improves his baseball umpiring.

\* \* \*

My apologies for missing out on this report last month, "It's a baby boy," a little bitty fellow, four pounds ten ounces to be exact. This all took place last June 11th. The new master of the house answers to the name of DeWayn Charles Green. Congratulations to Mrs. and Mr. L. D. Green, (of the Trimming Department, South Park Shops) now you can throw away your alarm clock.

\* \* \*

F. A. Frazier, Clerk of the Machine Shop, announces the arrival of Nancy Elaine Frazier on July 3rd. She is just colossal say Mr. and Mrs. Frazier and we all think so too. Note: we thought something was worrying Frazier during the tennis tournament and we now offer apologies.

\* \* \*

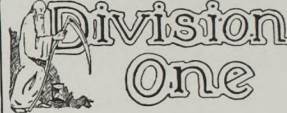
Is Conductor L. Zukoff, of Division One, a happy man? Yes, he is a happy man and he has a perfect right to be a happy man. Who wouldn't be with a new ten pound boy who arrived via the Hollywood Hospital July 15th? His name is Gilbert Richard Zukoff.

\* \* \*

Conductor F. R. Earl, of Division Five, announces the arrival of an eighth pound baby boy Sunday, July 29th. The little one has been named Albert Robert Earl. Everybody is getting along fine.

## Appreciations

For sympathy and thoughtfulness and for beautiful floral offerings received in their time of sorrow, letters of acknowledgment and thanks have been received from E. S. Dick and Family, and from Mrs. P. C. Petersen, Traffic Man and Mrs. C. J. Petersen and Family, Mr. and Mrs. H. M. Petersen and Family and Carl G. Petersen and Family; also from Mrs. Bromilow and son.



H. N. COLE

After signing up for his weekly supply of Passes, Conductor E. B. Adams asked off on account of illness. He was off nearly a week. When he recovered and went down to report and to turn in his Passes he couldn't find his coat nor his Passes. It developed that in passing out some old clothes to the rag man, his good coat was given away in the shuffle, with his Passes, some coach tickets and his punch. After several days of diligent searching, for a needle in a haystack as it were, he finally found the man in a remote section of the city, and recovered everything. Now wasn't that a grand and glorious feeling?

All ye fisherman are requested to look out for a fish wearing a perfectly good set of uppers, and if apprehended report at once to Conductor J. D. Sweeten. Some time ago Sweeten was swimming in the ocean when he took more water in his mouth than he could swallow, and so, the teeth floated out with the water. He now has a new set.

Conductor M. S. Thomas recently had on display at the Division, a huge scrap book that his wife started years and years ago and has brought it down through the years to this date. It contains everything imaginable pertaining to the Los Angeles Railway and is very interesting.

According to Cap Long, Watchman at the lower barn, time will improve from now on. The reason is this. Cap found a nickel in his back yard and he immediately put it in circulation.

Congratulations to Motorman W. H. O' Bear, who has been promoted to Traveling Instructor.

Conductor E. E. Feb has returned from a very interesting trip up north. He spent four days in the Yosemite, three days in San Francisco, four days in Seattle, two days among the big trees, one day in Canada. He left Oakland at five o'clock Saturday afternoon and, after stopping a short while in every town through which he passed, he arrived home Sunday morning at two thirty, tired but happy. His wife and kiddies accompanied him.

Conductor A. G. Rex has returned from a trip back east. He visited relatives in

Pittsburgh and Chicago. He seemed glad to get back in dear old L. A. He says that we, in Los Angeles, are living in paradise, compared with conditions he encountered back east.

Motorman F. O. Osborn has returned to his duties after being off for two or three weeks, nursing injuries received when an air compressor in use on a construction job at Seventh and Grand, exploded as he was passing.

After a three weeks siege of illness, Conductor R. L. Tobin has reported for duty. At one time he was reported to be critically ill, so naturally the boys were surprised as well as delighted to see him back. He was in the hospital several weeks.

Conductor R. W. Bower has returned to his work after an illness lasting for three weeks. Wonder if he has forgotten how to sell Passes?

It is reported that Motorman Henry Hansen is on the sick list. It seems that he injured himself some way while handling a fender.

Conductor O. Arguello has been confined to his home for several weeks on account of illness. He is reported as improving.

Motorman H. M. Feezell has returned from a swell trip to Mississippi and other states back east. He reports a splendid time, but, like the rest of the boys, he is mighty glad to get back.

Vacation time is here. For proof scan the following:

Motorman J. H. Schrader is taking sixty days to visit relatives in Idaho.

Conductor H. I. Frey is spending sixty days up north looking after his pear orchard.

Conductor C. H. Johnson has gone to Mississippi and will be away for forty days and forty nights.

Conductor A. G. Richardson is taking forty-seven days off to visit the sights at Big Bear.

Motorman H. L. Ihrig goes to Missouri to spend sixty days.

Conductor L. M. Heft has gone to Sioux City, Iowa for a period of fifty-seven days.

Think of this, Motorman J. L. Penny is off for sixty days and he expects to spend it right here in the city. Here is one man who knows a good thing when he sees it.

Safety Operator S. Ashworth spent ten days in Sequoia National Park.

Conductor W. F. Alder just loafed around home for ten days.

Motorman A. J. Thomas went to Lake Arrowhead for ten days.

Motorman V. E. Scott spent a week in Sequoia National Park.

Motorman D. H. McFarland spent two weeks at the same place.

Motorman G. L. Stoddard went to Fresno for three weeks.

To the mountains for Motorman H. S. Haag—two weeks there and back home.

Conductor S. D. Selby, the checker player, took twenty-eight days off to go to Idaho.

Conductor R. W. Bower is taking a month off and will visit relatives in Oregon.

Conductor L. E. Adkins is a great home man, so he is staying home for twenty-eight days, during which time his alarm clock will be ignored.





On the left the handsome little gentleman in the picture is Charles Dale Oliver. Charlie is five months old, weighs eighteen pounds and has blue eyes. The older boy is the proud daddy, Motorman C. C. Oliver, of Division Four.

Upper center: This picture was taken at the home of Conductor C. A. Jenks, which is the property of Foreman J. B. Lair. We have Motorman W. G. Floyd with his seven month old daughter, Joanne. Conductor Jenks with his daughter Janet and son Jim, aged six years and four years respectively. This is a Division One group.

Lower center, left: When this picture was taken little Gilbert Richard Zukoff was only eight days old. He was born July 15, 1934 and is the only child of Conductor L. Zukoff of Division One. Right: Little Loretta Mae Prutsman and her daddy, Conductor Joe Prutsman of Division Three. Loretta Mae was born May 21, 1934.

On the right: We wish to introduce Raymond Irwin Petter, son of M. R. Petter of the Motor Coach Division. He is demonstrating what he does with father's old clothes.

Motorman Frank Johnston is also sticking around home for a period of twenty-eight days.

Motorman J. H. Roberts is spending a month in Kansas.

Motorman L. M. Braught took off forty days for a visit to Elmhurst.

Motorman C. Fesperman is visiting Roseville for a period of three weeks.

Conductor W. E. McKeon will spend the next three weeks in San Francisco.

Conductor W. R. Elliott has a vacation of twenty-eight days, a part of which will be spent in Portland.

Motorman N. J. Tiss spent ten days in the Yosemite.

Conductor G. A. Urbain will be taking short trips around for the next twenty-eight days.

Conductor W. G. Gerrie stuck around home for a week.

Safety Operator J. A. Hunter was called to Texas on account of the illness of his wife's father.

Motorman S. B. Sloan took a drive up north. He was away for twelve days.

Motorman G. N. Chapin spent sixteen days in the Yosemite and around.

Motorman T. W. Spurgeon stayed around home for a week.

Conductor D. McTaggart went to San Francisco for fifteen days.

Motorman R. R. Peterson stuck around home for a week.

Motorman A. Mariscal put his alarm clock out of commission for a week.

Safety Operator J. H. McClintock took off eight days just to stick around.



L. VOLNER

Conductor Harry Beals and wife are contemplating an extended trip back East, going as far as Boston, and on to Nova Scotia. Harry has secured an indefinite leave, and does not know just when he will return.

After a two weeks fishing trip 'way back in the mountains, Conductor E. L. Jandro is back on the job.

Conductor W. C. Love has traded for a place out at San Gabriel and says he now feels right at home, being able to have a flock of chickens, rabbits, and a garden, and some garden he is going to have. Says he planted some radishes and within two weeks they were large enough to eat.

Those new V-8's are some cars, according to Motorman H. H. Baxter, as he was telling of their good qualities to Motorman Blake. At the time of the conversation Motorman Blake thought he was talking about the V-8 Ford's until he recalled having seen one of the new 1200 one-man operated cars with the overhead sign reading V-8.

In his rush to catch the four o'clock Eagle Rock car to the car barn, Motorman A. B. Parker neglected to put on a collar and had not noticed same until he

boarded the car and the motorman asked him where his collar was. Feeling of his neck, he asked to get off, and beat it back home, put on a collar, got into his auto and then got down to the barn in time to avoid a miss-out.

Conductor E. C. Croughan was trying to sell a Weekly Pass to a colored gentleman. The colored boy told him he was out of work. Croughan said that is why you should have one to ride around and look for a job. The boy replied: "That is what I am afraid of."

Being downtown and dressed in his civilian clothes Motorman Bill Millican boarded a "W" car manned by a Division Four crew, headed for home. As soon as he had showed his pass the alert (?) conductor began trying to sell him another pass for the following week. Bill says if our pass sellers could have heard the persuasive talk the boy put up, he knows they could increase their sales; that if he had had a dollar he might have bought one himself.

In the baseball write-up in this column of the last issue of Two Bells, the writer, Motorman B. E. Johnson, Manager of the Club, neglected mentioning one of the principal members of his Club, and so sends in the following: "That important man is the one who is in charge of the score and, as you know, that is a very hot spot. The scorekeeper must be highly educated and honest to keep exact record of the game. Division Three Baseball Team is proud to have the services of a man able to furnish the high class work that has been given by the present scorekeeper, Mr. Mulrine. We hope to secure his services for the coming season. The ball team has been strengthened by our new pitcher, Conductor N. Wankler, who does his stuff in a big way."

The football games of the Bruins of U.C.L.A. will be watched closely this season by the many friends of Motorman H. W. Livesay, for his son Ransom "Pants" Livesay is Captain of the 1934 team. In speaking of the captain, a folder put out by the university, says: "Plays 'outside halfback'—third year on varsity—fine blocker and kicker—star half as a freshman—all City half at Franklin High—also full-back and leading scorer of the Rugby team." Division Three will surely be pulling for Pants' team.

All hats off to Conductor E. C. Croughan, for during the week of July 15th he sold 75 Passes. Some salesman, eh?

Motorman J. T. Edminston and family have gone on an auto trip back to the old home in northwest Arkansas.

Motorman F. M. Newell has returned to duty after several weeks of vacation. He and his wife visited quite a number of points in the vicinity of Bishop, fishing and taking in the wonderful scenery. Newell says the Chevy took them there and brought them back so hurriedly that he was enabled to spend a great deal of his vacation in the assembly room of Division Three playing pinochle.

Foreman R. W. Reid, wife and son, Operator W. P. Trabue and wife, and Uniform Inspector Harry Trabue and an uncle, spent two weeks in the vicinity of Seven Oaks in the San Bernardino Mountains. They all report an excellent time and say that they could have had trout at every meal had they so desired, (most



fisherman make that claim). The uncle paid \$2.00 for a license, when making a trip like this one last year, and caught two fish. This year he caught five—the depression must be over.

Operator J. H. York and wife have returned from a several weeks trip to points in Minnesota. They report a wonderful time, but J. H. says California looks better than ever after spending several days in the heat in that section.

Motorman J. Y. Flemming and wife have returned from an extended vacation with relatives in Montana. While en route, they visited Yellowstone National Park and quite a number of their friends of Division Three were remembered with novelties from that place.

After a hurried trip to their old home in Canada, Motorman W. T. Skinner and wife have returned. They report an excellent trip.

Conductor Ira Gott and wife and former Conductor M. S. Fury and wife spent the latter part of July on the Santa Ana River in the San Bernardino Mountains. These two gentlemen used to make many fishing trips together, but we notice they are now farther apart.

Conductor S. D. Moody has returned from a hurried trip to his old home in Kentucky where he was called by the illness of his mother. We regret to state that the loved one passed away. Division Three extends its sympathy.

During the past month Conductor J. M. Ward and wife spent two weeks at Newport Beach.

Conductor George Dunphy and family are on a two weeks trip to visit relatives near Redding, California.

For about thirty days, Operator C. T. Vaughn will visit relatives in Texas.



**It is little Babs Green and Jackie Wilson, both six years of age. Jackie is the son of Conductor T. D. Wilson of Division Four. Babs, his little partner, comes in for a share of publicity because these talented children are, as a general rule, teamed together. The balcony scene from Romeo and Juliet in which they are pictured is just one of a number of short skits which Jackie and Babs are presenting to local audiences.**

In movie work, however, they are frequently separated. Babs' most recent role was in "Face in the Sky." Jackie may have been seen in "Dance Parade," "Sucker List," "The Little Broadcast," "Face in the Sky" and "Wonder Bar." He is now under contract with the Metro-Goldwyn-Mayer Company.

He left July 14th.

Operator H. E. Heath was granted a two weeks leave July 16th to make a fishing trip to Bridgeport, California.

Conductor F. M. Campbell spent a two weeks vacation in the High Sierras.

Conductor R. E. Carroll left July 21st on a ten day leave to rest and fish at Santa Ofre.

The Trainmens Safety Meetings held at Division Four July 11th were well attended. The new speaker, J. S. Neary, of the Legal Department, was well received. Mr. Neary's talk was well supported with brief remarks by R. B. Hill, Ernie Dye and our old stand-by, Johnnie Collins.

A line shake-up was held July 24th on Line "A".

Conductor Bill Sambus is exactly thirty-five dollars ahead because he refused a reward for turning over a lady's handbag which he found on his car. The purse contained over two thousand dollars in currency. On the following trip, the woman who lost it caught his car, and, although greatly excited, managed to give Sambus a detailed description of the bag and contents. Sambus turned it over to her and she insisted he accept a two dollar reward. Sambus refused, explaining it was only his duty to return it to her.

The woman insisted on Sambus giving her his name and address, which he finally did. That evening she called on him and begged him to accept ten dollars, which he again refused. A few days later the woman managed to force a reward in the form of a 1924 Ford Coupe. A week or so later the pink slip made out to Sambus arrived from Sacramento.

Sambus, having an auto, sold the Ford for thirty-five dollars.

Motorman V. C. Prettyman was granted one weeks leave July 27th to go trout fishing at Mammoth Lake.

Motorman E. C. Secrist was also granted one weeks leave July 27th to rest at Big Pines.

The final batting and fielding averages for the Division Four Baseball players and team are as follows:

|              | G. | E. | AB. | H. | Avg. |
|--------------|----|----|-----|----|------|
| Eddie        | 6  | 3  | 23  | 13 | .565 |
| Gibbs        | 16 | 2  | 58  | 27 | .466 |
| Mitchell     | 10 | 4  | 43  | 19 | .442 |
| Weeks        | 9  | 5  | 26  | 10 | .385 |
| Knight       | 6  | 1  | 23  | 8  | .348 |
| Knight       | 6  | 1  | 23  | 8  | .348 |
| Baudisch     | 15 | 7  | 54  | 19 | .341 |
| Ransome      | 10 | 1  | 33  | 10 | .303 |
| Seivers      | 11 | 2  | 39  | 11 | .282 |
| Ritter       | 15 | 1  | 60  | 15 | .250 |
| Fitzgerald   | 9  | 9  | 32  | 8  | .250 |
| Gates        | 9  | 2  | 30  | 7  | .233 |
| Vaughn       | 7  | 5  | 27  | 6  | .222 |
| Vejar        | 10 | 1  | 28  | 6  | .214 |
| McTee        | 9  | 3  | 18  | 3  | .166 |
| Spitz        | 7  | 0  | 25  | 1  | .040 |
| Team batting |    |    |     |    | .317 |

Compiled by L. W. Fry, Division Four Official Score-Keeper.



FRED MASON

Foreman J. A. Madigan left July 25th on his vacation which he expects to spend hunting, fishing, making a trip to Yosemite, etc.

Conductor J. L. Gray and Motorman A. E. Brewster left July 26th for a thirty day vacation which they expect to spend in their old home state, Texas.

Motorman W. C. Calloway has also taken a twenty day leave to go to old Missouri to visit his sister. He expects to catch a long string of fish of which he is to send us a snapshot which should appear in Two Bells later.

Motormen D. C. Allan and A. W. Palmer took fourteen days off to make a trip to Yosemite Park.

Conductor D. L. Laird left July 24th for a trip and vacation at Vancouver, Washington where he expects to visit his sister.

On account of the office force taking vacations Mr. Paine is acting Foreman. R. C. Hoyle taking Mr. Paine's place, while that popular conductor "Muck" Muckenthaler is batting for Clerk Warren DeMuth.

Mr. Cline is back from his vacation and looks ten years younger.

T. C. Strobel is hitting for F. J. Mason.

Motorman C. A. DeGuire just returned from his vacation which was spent at Yosemite Park.

H. J. Osborne, Conductor, registers a kick and a committee of the whole, after hearing his story, finds his complaint to be fully justified and offers heartfelt sympathy.

Recently Osborne was indicted for failure to see an approaching passenger. The following day he was naturally disinclined to overlook any more bets like that. So, when he saw a nice looker some dis-



C. J. KNITTLE

Motoman R. H. Schatz was granted a sixty day leave July 1st to visit relatives in Missouri and he will also take in the World's Fair.

Conductor R. Chase was confined in the California Hospital at the time of this writing, recovering from an auto accident in which he suffered a broken leg. Our best wishes are for a speedy recovery.

Conductor J. E. Carnine experienced the thrill that comes with looking in the muzzle of a .45 when bandits held him up on his "W" car at Avenue 49 in the evening of July 3rd. Carnine lost \$18.10.

Conductor L. D. Fitzgerald spent a two weeks vacation around town starting July 9th.

Conductor Hughie O'Neill was granted five weeks leave July 9th to visit relatives in Chicago and take in the World's Fair.

Conductor Ted Muller spent a two weeks vacation in and around town starting July 9th.

Conductor D. A. Hinds left July 14th to spend a two weeks vacation at Lake Arrowhead.

Motorman J. M. (Biff) Hoffman is spending a thirty day leave in Seattle.



tance away hot-footing it for his car, Osborne pulled his motorman down. The lady boarded hurriedly, paid her fare and, sailing up to the front end, reached over and planted a kiss on the motorman's mush. You sah! W. C. Honey is the name. He is suspected of having been sore when Osborne pulled him down but after the salute he spent so much time looking for some lady to wait for that he didn't see the end of the line the rest of the day.

\* \* \*  
**Married**

Word has just been received of the marriage of Motorman G. A. Seale, which took place July 25th. The young lady was Josephine Rainey. A nice box of cigars is on tap at Division Five. Congratulations G. A.

\* \* \*

Ken Strobel, son of Motorman T. C. Strobel, has purchased a service station and garage at 9918 S. San Pedro Street and will be glad to see any of the boys living in that vicinity.

We will have to blame the shortage of news items to the hot weather and the whistling of C. D. Clark who happens to be with us today.



JACK BAILEY

Joe Steenrod, of the Superintendent's Office, weathered the wear and tear of a vacation and is back on the job to rest up.

Apparently the noise of the busy office got the best of A. Arnold as he was reported spending his vacation far out on the deep. From stories circulating in the Department Arnold is a very good fisherman and we are sure he had a very good time.

J. Adams, also of the Superintendent's Office, started his vacation the first part of August and from all appearances he picked the peak of our summer weeks.

We are all pleased to hear that John Oven, formerly of the Superintendent's Office, was released from the Government Sanitarium at San Fernando. B. Cinnamon, former Clerk of the Truck Shop is still confined there.

Carpenter Foreman J. M. Spearing drew his vacation the first of August but had no definite plans in mind. He suggested that he might spend a few days at the Springs boiling out.

We just have to mention our old friend J. C. Lewis, formerly of the Machine Shop, who is now on Special Roll and who has just returned from his famous world tour. He has some very interesting stories, sufficient, in fact, to write a book. Welcome home, John.

S. Krewald vacationed from the grind of the Machine Shop for a few days rest the first part of August.

The following changes have been effected in the personnel: W. Mayo was transferred to the Machine Shop, from the Truck Shop; H. Turner to "C" Inspection, from the Truck Shop; H. Prud-

hon to the Truck Shop, from the Garage and R. Allen to the Truck Shop, from Division One Mechanical, Nights.

Our versatile sportsman, L. A. Johnson of the Mill, was granted a seventeen day leave of absence to get the big ones at Crater Lake.

Walter Jones, of the Winding Room, (one of the Jones boys) must be planning a dear hunt expedition de luxe. The proof of this anticipation is a home-made trailer that will hold periodicals, stationery, air mattresses, chocolates, condensed beef cubes, safety razors, a change of apparel and enough other incidentals and luxuries to fill a drug store. Where are you going to put the gun Jonesie?

News has leaked out that Fred Andrus, of the Winding Room, was quite enthused over the demonstration of a new seven passenger Buick. Nothing authoritative as yet.

E. Sayer, of the Winding Room, was away two weeks resting up.

J. Giles, of the Winding Room, spent a week in his cabin near Arrowhead.

Rumors have it that Joe Schnell, also of the Winding Room, did a swan dive into the ocean off shore at Whites Point. He swam ashore but minus fishing tackle which he was quite content to leave behind. Further information not obtainable.

C. Green, of the Winding Room, is host this month to his mother and father visiting here from Boon, Iowa. Green entertained with a deep sea fishing trip and much to the surprise of all they had a good catch.

L. Griffiths, Clerk of the Winding Room, is away to Yellowstone Park and vicinity to break in a new Ford V-8. As our friend Griff is quite obstinate regarding publicity this would be a good time to run a little story the boys insist we publish. It seems that two of our boys in the Air Room, T. Standish and E. Bade, own the same make of cars and apparently their wives look very much alike. Now Griff being of a very observant type could only believe what his eyes told him and things were becoming scandalous in his estimation. The climax came when he got the two boys together and offered his services in straightening out what appeared to him to be a very good case for blackmail. After a hearty laugh all on Griff they at last have him believing that the two ladies are twins, but oh boy, what price gratitude!

H. D. Beebe, of the Store Office, was granted an extra week to his two weeks vacation to visit his native state, Iowa.

C. F. Laffin, of the Store Department, vacationed between July 23rd and August 4th. Last reports had him resting up at Arrowhead with a checkerboard. Look out boys.

Here's a big welcome to Miss Clara Willhoft who is back in the Store Office after a pleasant vacation spent at Balboa.

With reasons unexplained to Ye Scribe the boys in the Truck Shop are collecting donations to buy Fred Hart some roller skates.

H. Furrer, of "C" Inspection, has returned from a trip back East and is glad to be home.

J. Scottle, of "C" Inspection, was granted a sixty day leave of absence. His goal is Philadelphia.

G. Mawby, of "C" Inspection, was bit-

ten by a fishworm and the inoculation was a success, as George can be found at Redondo continually.

Carpenter Ed Carmondy is back on the "C" Inspection bench after a weeks rest.

Painter John Bonsell was granted a two weeks leave of absence to see 'Frisco clean up on the Angels?

Painter L. Danforth should be back on the job by this time, having chosen San Francisco for a little camping vacation.

Carpenter Thomas Frew was granted two weeks of freedom to vacation at the beaches of Newport and Balboa. Fishing, swimming and what not.

The boys of the Shops wish to take this opportunity of expressing their sympathy to Carpenter Frank Dyer upon the sudden death of his son who passed away July 22nd. Frank left at once upon receipt of the word of his bereavement for San Diego, the deceased's home.



J. H. McCORNACK

Now is the time for all good men to come to the aid of the vacation list. Superintendent C. O. Morse left the 5th to take his family to live for two weeks among the Redwoods.

H. C. Lehnhart and family have spent two weeks vacationing in the cool atmosphere of Crestline. The high altitude cured his children of the whooping cough.

Supervisor L. Nowak went to Big Pines July 7th but it was so cold there that he came home and painted his house.

Supervisor M. Chamberlain had a splendid visit with friends and relatives in Colorado from July 8th to the 21st.

F. L. Shafer is the relief man in the office during the vacation period.

C. G. Clymer has been granted a leave of absence till July 31st for a rest in his cabin at Wrightwood.

O. J. Ryan is at the Klamath River pulling out those big salmon.

L. A. Blevins and B. J. Thompson are on a tour in the Middle West in Blevin's car. They will visit relatives in Kansas and return around August 11th.

B. B. Towsley and J. W. Cook are men of leisure about town for a week each.

S. A. Spohn of the Green, who is a Sergeant in the National Guard Air Corps, left the 8th for encampment at San Louis Obispo.

H. C. McCurdy took a week off starting the 16th of July.

The only casualty of the baseball dinner was to A. C. Davis who received a dislocated jaw when hit by a radish. Superintendent Ferguson was host and Master of Ceremonies. His remarks were thoroughly enjoyed. The Baseball Club from this Division wants to organize another League, or in other words, play off the last half of this season.

If you find any C. F. R.'s they belong to C. F. Woodrow.

George Goehler and Tiny Rider have invented a new game. The object is to take off the other fellow's pants. Tiny could not catch George and George couldn't budge Tiny when he laid down.



Bill Bailey has inherited a new name and requests that it be used on most all occasions. It is Wheezer Willie.

Anyone wishing singing talent for parties and such see Ballinger. He won third prize in a contest. The prize was a box of face powder.

Wanted: A good indoor fisherman at Margie's Cafe. Bring your own nickels, sticks and gum. For further information get in touch with Mike Besenty.

"Mildred" Ballinger and "Pansy" Coleman have taken up the strenuous game of ping-pong.

"Say, look at this," cried Pop Campbell, as he exhibited a 56 pound halibut as proof of his fishing prowess. Pop is going to keep right on fishing and is going to keep right on telling us about them.

It is reported that one day recently, a group of SERA officials made a survey of Los Angeles for the purpose of promoting work in the way of landscaping that would bring out the hidden beauty of our great city.

Arriving at 7th and Alvarado they stopped, gazed around at the magnificent scenery, the beautiful buildings, Westlake Park in all it's grandeur and the tranquil lake dotted with gayly colored canoes.

Then they spotted Operator Bill Morgan, his lady friend Peggy and their little pup, "Firefly."

"Gentlemen", said one official to the others with a heavenly sigh, "Such beauty could never be improved by human hands."—Contributed.

#### GARAGE

Wm. B. Decker spent three months fixing up his car for a vacation only to have it smashed up by a drunken driver while parked in front of his home three days ahead of his expected leave. But Bill called all the mechanics in town and left on schedule for the Grand Canyon, Boulder Dam, the Painted Desert and Zion National Park. If time permits he will rest a few days at Catalina Island.

Chief Clerk F. O. Rowbottom is next on the vacation list. He has rented a summer cottage at Newport Beach and is going to headquarter and entertain friends and relatives there. Mr. Rowbottom has some interesting fishing trips planned, one of which will take him to the Mexican Coast.

Our new millionaire R. W. Taylor dropped in to show us what a \$500 bill looked like. He has checked out for a trip across the States in his new car for a visit to his wife's folks in Maine.

Ray Sudano has been transferred to the Machine Shop.

F. Claudino has been transferred to the Day Shift and our personality boy is getting fatter back among the Marines on the Second Shift in Claudino's place. Just to prove to the boys that he really slays them Lee put on a demonstration with grand success. The lady in the case was 45 years old.

Jimmie Deam was almost late to work. Someone beat him out of a little money and he couldn't get to sleep until almost morning.

A. J. Jackson may take a crooning part with the M. G. M. Studios.



This is Foreman Doyle Rishel, of the Sixteenth Street Garage, and Harold Pearson. Doyle has just taken a dip in the good old Pacific Ocean in an effort to forget how hot it was on his trip from Las Vegas to St. George.

Joe Gentry reports that he had a very pleasant trip on his thirty day vacation and is Owen Adams glad to see him back!

Marvin Davis has completely recovered from his appendicitis operation and will be back at work in a few days.

Tom Jeffrey of the Gas Station took nine days off for a visit to Santa Barbara and a rest at Catalina Island.

For advice on baby clothes see Bob Jeffrey. He has a lot in common with I. H. Jones, who is also expecting a visit from the stork.

Our ex-rodeo rider, Bud Taylor, who has won silver mounted saddles, spurs, etc., is on a vacation watching the boys do their stuff at the Salinas Rodeo.

H. A. Creager left August 1st for a thirty day vacation and visit with his folks at the old home town of Dimmitt, Texas.

R. E. RUSSELL

The Los Angeles Railway Company has graciously consented to permit the Los Angeles Motor Coach Company to have space in Two Bells. We of the Motor Coach Company desire to express our appreciation of the privilege of being represented in this publication.

The readers of Two Bells will have to be a little patient for the time being as this is my first venture in journalistic realms.

We are sorry to say that at this time there is a large number of men on the sick list. W. Wigginton has been off for a couple of months, due to some trouble with his eyes.

W. G. Thomas, the best second baseman we have at this Division, has been in the hospital for several weeks. On his way to work one morning, he tried to run his motorcycle over a Chevrolet. He suffered severe injuries to his head and body. However, he is out of the hospital now and trying to get back in shape. He is expected to be off another two months.

F. K. Kauffman has been off thirty days and has had his appendix removed. Expect him to return any day, now.

W. A. (Bill) Baker thought he could play baseball and for his efforts was re-

warded with a broken foot. How the girls on Sunset can stand his enforced separation is more than we can understand. His conductor R. (Dick) Darnell seems at a loss without his head man.

W. M. Cantrill was forced to take a leave of absence for a while, as he was threatened with a nervous breakdown and the doctor ordered an immediate rest.

R. C. Wadleigh and H. E. Gilliland had their tonsils removed last week.

This sick list has the dispatchers worried as to just how all the runs can be covered. Those waiting to go on leave are also somewhat upset on account of these conditions. They would all appreciate the early return of any of the sick men.

D. G. Sabin, L. F. Barnes, R. A. Cook, C. D. Waters, B. Thobe and H. S. Sparkes decided to take a vacation. Each was granted a thirty day leave. They seem to have scattered in all directions, north, south, east and middle-west. We think Thobe went up on North Vermont. Sparks went to Texas (God's Country, as he calls it) where men are men and the wind always blows.

Chief Dispatcher D. D. Canning left the 21st of July for Big Bear for two weeks. His fish story will appear in the next issue.

Supervisor E. B. Logsdon also started his vacation the 21st of July. He expects to paint his house between fishing trips. The Wilshire boys are surely going to miss E. B.

Supervisor G. P. Dickerman has just returned from his vacation, but for some reason has not told us his fish story. It's all right, Dick, we would believe it anyway.

Our stenographer, Miss Cohen, has gone on her vacation, but would not say where she was going. We hope she has a good time.

There is considerable thought being devoted to just who is going to be the winner of the "No Accident" Contest. Come on boys, let's do our bit and see if we can't improve on last year's record.

The Rifle and Pistol Team is still in existence and looking for new members. There is a lot of fun to be had by belonging to it, and we hope more of you decide to join. We all had to learn to shoot so there is no reason for not joining because you don't know how to shoot. Any of the members will be glad to help you at any time. Come on out and get acquainted and see if you wouldn't like to join.

R. E. (Dick) Mill is quite an authority on deep sea fishing. Pardon us, feeding the deep sea fish. He says he loves the ocean except when the boat rolls. Try Mothersills and lemon drops. They are highly recommended by people who know.

The boys at Virgil have an Indoor Ball Team and wish to issue a challenge to all comers, amateurs preferred and no donkeys allowed. Any one accepting will please get in touch with A. D. Gardner in the Stock Room. He will arrange for a night diamond at a convenient date for the game.

#### MECHANICAL DEPARTMENT

The boys in this Department also like vacations. Mr. Forsberg, Master Me-



chanic, just returned. Most of his time was spent fishing off the coast of California and Mexico. He presented the fish with part of his new gold plated reel.

G. Vollmer expects to take a trip to the mountains—see a little scenery and do a little fishing.

Otto Drophke went to Chicago.

J. Cull was gone eight days—just traveling.

R. (Dick) Tubb just returned from Yellowstone. He said he had a great time and among other things saw some farm wagons in a service station getting air in their balloon tires. They also carried spares. Wonder if they had any spare parts for Dobbin?

Dewey Whitlow went up the coast to Oregon. He is back now and reports a good time.

Chas. Clark is still sick. We don't know the nature of his ailment but hope he will be back soon.

Jimmy Roach has had some very serious eye trouble, so serious in fact that he lost one eye. We are all more sorry than we can say and hope that he will be able to return soon.

\* \* \*

### Wedding

George Olinger was married the other day. It was a lovely church wedding and he is doing as well as could be expected. We can't give you his new address yet, as no one knows it.

\* \* \*

H. L. (Hank) Thompson (No. 3 to you ball players) qualified the other night as a hay-wire mechanic by replacing a broken glass strainer bowl on his racing car with a piece of his fender. All kinds of repair work solicited. Watch repairing particularly desired.



F. F. ROBEY

### DIVISION ONE

A. L. Wolphers was taken to the hospital for a ruptured appendix. At the last report Al was getting along nicely. We all hope he can get back to work soon, and that his health will improve.

J. Bradley and wife are spending their vacation at a friend's ranch in Central California.

R. O. Martin and wife spent their vacation resting up, over at Catalina Island.

Arthur H. Bromilow passed away suddenly July 26, 1934 from a heart attack. Last week he had his vacation time changed from August 1st to present week and intended to rest and work around home. His sudden demise is a shock to all. He had many years of service with the Mechanical Department as Repairer, Watchman, and Foreman of Night Cleaners.

H. T. Brown of the Night Shift was suddenly called to his old home in Albuquerque on account of the serious illness of his sister.

### DIVISION TWO

W. S. Cohn spent part of his vacation on a trip to San Jose but it was so hot there he returned and spent the balance of his time at home helping his wife rebuild the garage.

Jack Bradley of Division Four and George Ramsey of Division One have been pinch hitting for the boys at Vernon Yard during vacation time. Ramsey thinks everything is O. K. except that extra scent you get with each day's work.

F. E. Richard, now of Lookingglass, Oregon paid us a visit the other day and was glad to see all the old timers. Buck, as he is better known, spent sixteen years at Division Two Car House when it was a busy place. He and his wife are here vacationing with nothing to worry about only returning to Oregon.

Truly part of Division Two has been open the past week—The University, and Instructor Wm. T. Brown, General Foreman of Car Houses, has had plenty of pupils all anxious to learn about the new one-man cars. I might say that about fifty per cent of them came to school on their own time.

### DIVISION THREE

Foreman Ed Muse has returned from his vacation, seeing the sights at San Francisco and other coast cities. He says the best street cars he ever saw are the ones operating out of Division Three.

Note the high-toned look on the boys who have broken in on the new cars.

George Trenner was seen packing a car battery around the other day. What's the matter George, moving the car out in pieces?

After almost two years of night work at this Division Joe Kincannon was transferred to Division Five Days—just what he had been wanting but we guess the fog was too thick out there for he resigned. We hear he has accepted a position with the Federal Government.

### DIVISION FOUR

James Inman spent his vacation resting and doing minor jobs on his ranch in Lancaster. Jim is back on the job feeling fine and all set for another year.

George Smith spent his vacation enjoying life with wife and family at Yosemite National Park.

M. Johnston spent a week in San Francisco. However, he was too early to get in on the big excitement.

Henry Watts, George Lendy, and wives, had a pleasant Sunday in the land of no worries, Santa Catalina Island.

Mrs. Mullins, wife of C. (Doc.) Mullins has returned from a very pleasant three weeks stay on their ranch near Rosberg, Oregon.

We are glad to report that the wife of R. Scudder, who recently had a major operation, is doing nicely. We wish her a speedy recovery.

The dust was so heavy around our Car House for a couple of weeks, that it was hard to anticipate just what Mac Cavanaugh and his crew were doing, but after the fog lifted, we found we had a very clean white ceiling and aluminum colored roof supports.

### DIVISION FIVE

Vacation seems to be the style at our place. Those who have returned are:

Harold Steenrod, Alex Carmichael, Harry Goodman, Fred Dudley and Gail King. All had a good time and a good rest.

Oscar Lund is about the happiest man around here. The police arrested his "double" and sent him to the pen for two years. This man, besides having the same name as Oscar, is the same age and size and has caused Oscar some very embarrassing moments.

La Verne Ferguson is either reckless or unlucky. He did drive a 1933 Willy's and some "punk" driver smashed into him and banged up a fender. It wouldn't do for "Fergy" to drive a car with a dented fender so it was traded for a 1934 model, same make. He drove it about six weeks and another "punk" driver smashed it. Better get you a Packard, "Fergy" and paint it red so people can see you coming.



H. I. SCHAUBER

Word was recently received that Charlie Setzepfand, former Roadmaster for the Los Angeles Railway, died last October in Mexico.

Bill Rankin is the proud possessor of a new Ford sedan.

Tweetie Watkins also is sporting an Oldsmobile convertible coupe, which he purchased following an attack of ptomaine poisoning.

Sammie Vandenberg is the owner of the sweet voice you hear when calling Vernon Yards. He will make vacation relief for Austin Fleetwood.

Leslie Sparks, Vernon Yards contribution to the Brain Trust, is proudly displaying the correct solution to a problem which recently appeared in a national magazine. In a later issue, however, the problem was declared unsolvable and apologies were made. Better look this guy up, Mr. Ripley.

Caryl Thompson left on a fishing trip to the High Sierras following the completion of a paving job on Cypress Avenue, where he evidently made a lot of friends.

Charles Jamison intended to spend part of his vacation in San Francisco, but the strike and fifty cent gasoline changed his mind for him and he went to Yosemite instead.

"Squatter" Harris spent his vacation at Camp Seeley playing tin can golf. Ask him about it.

Ed Fleming spent the month of July at his beach cottage. Sam Bevilacqua paid Ed a visit and they went fishing on one of the barges with very good luck. Ed asked Sam to distribute some twenty or thirty large barracuda among the boys at Vernon Yard on his way home but the Scotch Wop never arrived.

Bill Swearingen has planned to take his vacation during dove season. It's a good idea, but probably won't mean much.

Ray Copper has returned to work in the Blacksmith Shop following a delicate operation on one of his fingers in which a new joint was made. He gets his picture in the Medical Journal for his pain.