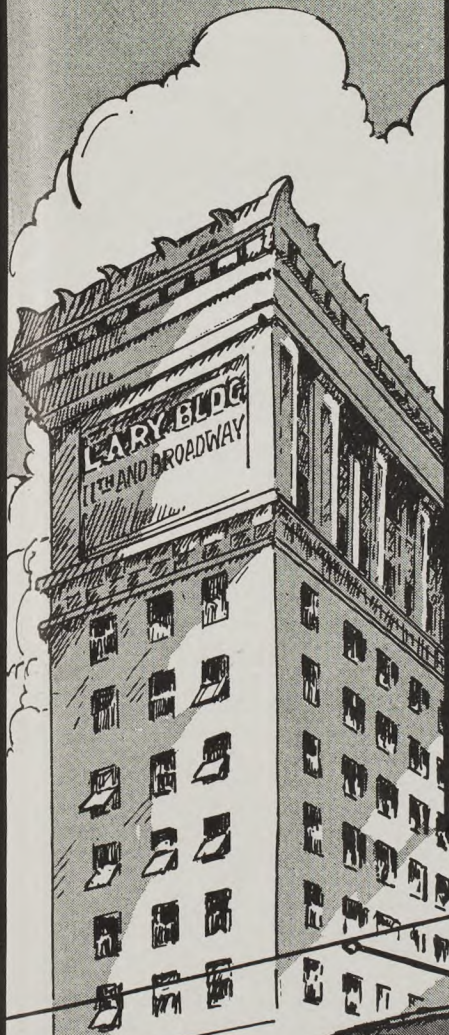


TWO BELLS



Live Life

Live life today as though today were all,
As though this very morn you were born.
Your yesterdays are days beyond recall;
Tomorrow does not come until the morn.
Rest not upon the victories you have won;
Because you lost, surrender not to fear.
Your yesterday was ended with the sun.
Tomorrow has not come. Today is here.

—Douglas Malloch.



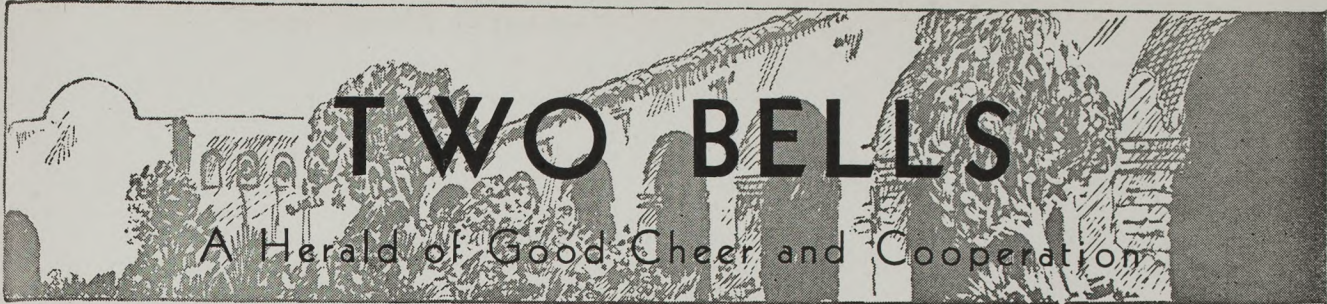
Beloved Official Passes

CHARLES A. HENDERSON, for many years Secretary-Treasurer of our Company, passed away in the evening of July 3rd.

Mr. Henderson was one of our best beloved officials. Words are inadequate to express the grief of his associates at his passing. Into prosaic duties he wove a warmth of understanding of his fellow men that won the hearts of those who contacted him.

His door was always open and he listened sympathetically to all who entered and gave freely of his practical aid and wise counsel. His many kindnesses remain as a grateful heritage to a wide number of people and his friends will retain forever the remembrance of the strength and dependableness of his friendship and of his personal dignity and charm.

To those who loved him, to the many whose feet were guided by his kindly wisdom and aid, to the Company he loved and served so loyally, his loss is irreparable.



Published Monthly for the Employees of the Los Angeles Railway

Volume Fifteen

July, Nineteen Thirty-four

Number Seven

JANET C. McNEILL

Publicity Manager and Editor

Charles A. Henderson is Called by Death

Charles A. Henderson, Secretary-Treasurer of the Los Angeles Railway, passed away on July 3rd at 7:30 P. M.

Mr. Henderson had been ill only a short time and the morning of the day of his death was reported as feeling much improved.

On April 15th of this year, Mr. Henderson celebrated his thirty-ninth year with the Los Angeles Railway. He was born in Peoria, Illinois, and when a young man associated himself with the steam railroad business. He was always very proud of his steam railroad service and even after his lot was cast with the street car system, he kept abreast of railroad developments.

His first job was with the Toledo, Peoria and Western Railroad with offices in Peoria, Illinois. He afterwards held the position of General Superintendent of the Jacksonville Southeastern Line with headquarters at Jacksonville, Illinois.

In 1895 he came to California and his first experience with a local street car company was with what was known as the "Hook System" consisting of the West Adams and West Jefferson Street Lines. When Henry E. Huntington consolidated several street car lines into one system, the present Los Angeles Railway, Mr. Henderson became a member of the official family of the new Company. He rose rapidly, occupying the positions of Auditor, Assistant General Manager and finally Secretary-Treasurer of the Corporation. He was also, Secretary-Treasurer of the Board of Administration of the Employees' Provident Fund.

Mr. Henderson keenly enjoyed the social side of life, and was a member of the Los Angeles Country Club, the Jonathan Club, the California Club,



Charles A. Henderson

Al Malaikah Temple Shrine, and Los Angeles Railway Square and Compass Club. His other diversion was his garden and he spent much of his leisure time among his flowers.

Mr. Henderson is survived by his sister, Miss Jennie Henderson, with whom he made his home.

Funeral services were conducted at St. John's Episcopal Church. The wealth of beautiful floral offerings attested the love and respect in which our Secretary-Treasurer was held by his many friends and associates both in and out of the Company.

Rules for Contest

By R. B. HILL

Manager of Transportation

As was stated in June issue of Two Bells, the Management has authorized the resumption of the Safety and Courtesy Contests which some time ago were discontinued.

These contests will begin July 1, 1934, and the first contest will cover a four-month period, ending October 31, 1934.

In addition to the Los Angeles Railway platform men, operators and conductors of the Los Angeles Railway Motor Coach Division and the Los Angeles Motor Coach Company will also participate.

As in former contests, a dinner and entertainment will be given to the winners, to which each winner may bring one lady guest.

The ten highest motormen and the ten highest conductors; also five safety operators at Division One, who have gone through this contest with a clear safety and courtesy record will be declared the winners. One-man car operators on either motormen's or conductors' list will come

A Man I Knew

I knew a man who never met
Another on the way without
A greeting, and a smile so stout
That no one, seeing, could forget.

As in the old days one could trace
The slow lamplighter's bright-
ening wake,
So did this man, in passing
make
The road behind a lighter place.

Now he is dead. His legacy
Was graciousness, the cloak he
wore,
And I, who live, ask for no more
Than that a portion comes to me.

—Selected.

under either motormen or conductors when selection of winners is made.

The method employed in the past to determine whether or not a platform man should be charged with an accident or should lose his safety or courtesy will be followed during the period of this contest.

The Seniority List will be used as a basis for selecting the winners. If a trainman is involved in an accident or a discourtesy complaint which is charged against his record by his Division Superintendent, his name will theoretically go to the bottom of the Seniority List, from which point he may work up through the list during the period of contest.

Only men who work twenty days or more per month for each four months' period will be eligible to be included among the winners. After the winners have been selected at the end of the four-month period their names will be placed at the bottom of the list, from which point they will work up.

A chart will be on display at all times at each Division, indicating to all trainmen just what their standing is during the contest period. The placing of a man's name on the supplementary sheet will in no way affect his seniority. This method of determining the winners of our safety contest will, I believe, be much more satisfactory than the method employed during previous contests.

Mechanical Meeting

A discussion as to ways and means of reducing occupational accidents occupied the first half of this month's meeting of the Supervisory forces of the Mechanical and Automotive Department.

Mr. Jordan acted as Chairman and the following participated in the discussion: Messrs Lindsey, McCune, Dewhirst, Clarke, Gordon, Muse, Watts, W. T. Brown, Schaubert, Spearling and Sullivan.

All present were anxious to hear how Walter Brown, who has been ill for several weeks, was getting along. This report was given by W. T. Brown and all were pleased to hear that Walter was on the way to recovery.

A very interesting talk was given by Mr. Hall, Pacific Coast Engineer of the Westinghouse Electric Company, on the personal character of some of the great men who, during the last fifty years, have been foremost in electrical development.

General Claim Agent S. A. Bishop was introduced and gave a general talk on the work of his Department and its interrelation with the Mechanical Department.

J. E. STEENROD, *Secretary.*

Personnel News Items

By R. A. PIERSON
Superintendent of Personnel

During the month of June there were twelve employes confined to the California Hospital, which represents seventy-nine hospital days. The cost of this hospital service was \$518.14.

Louise Ashley, Stenographer, Claim Department, who has been ill since May 25th, is much improved and hopes to be back at her desk in the near future.

F. Bache, Painter, Way and Structures Department, was operated on recently for a cataract on his eye. He is well pleased with the results of the operation.

R. B. Davenport, Motorman, Division Five, has returned to duty after five and one-half months on the sick list. R. B. had a very serious time, but in the last few weeks gained twenty pounds.

Walter C. Brown, Assistant Superintendent of Car Equipment, spent a few days at his cabin in Camp Angelus recuperating, returning home the latter part of June. Walter, we are all pulling for you and expect to see you back with us in the near future.

J. W. Gilliland, Carpenter, Shops, was off duty for about four weeks on account of illness.

Alice Fraser, Stenographer, Claim Department, was confined to the California Hospital for two weeks and is happy to be out now and hopes to be back at the office soon.

F. R. Baldwin, Motorman, Division Four, underwent an operation recently. He is doing fine and states that he may soon get into "Society" as he has had his appendix removed.

H. W. Corneth, Conductor, Division Three, had the misfortune to slip in the bathtub, fracturing three ribs. He will soon be back on the job, however.

G. W. Buffington, Motorman, Division Four, spent five days in the hospital recently, and states that he is glad to be home again.

D. A. Jones, Conductor, Division Three, who has been on the sick list since April 11th, is slowly improving.

C. F. Eastman, Conductor, Division One, is now able to get out with the aid of his crutches and is getting along as well as we could expect.

L. Lambert, Motorman, Division Five, has been nursing a badly sprained ankle recently.

P. L. V. Robert, Conductor, Division Five, was away from duty a few days due to influenza.

L. M. Lininger, Motorman, Division Five, spent a few days at the California Hospital recently where he was taken for surgical observation. He was fortunate in evading an op-

eration and we hope for complete recovery without one.

E. L. Swartz, Repairer, Mechanical Department, is still confined to the Veterans' Hospital at Tucson, Arizona.

E. Sullivan, Conductor, Division Five, is getting along fine after spending a few days in the hospital on account of an old injury.

One of the old-timers, Conductor E. T. (Larry) Smith, Division Four, is on the sick list. However, the latest report indicates that he is improving.

Elmer Tower of the Schedule Department met with a painful accident a few days ago when he was struck by an automobile. Fortunately, no bones were broken, but he spent a few days in the hospital.

It is surprising the number of employes who fail to report to their Foremen their change of address. Very often, the first knowledge the Personnel Department has that the employe has moved is when he goes to a doctor and we find that the address given in the doctor's report is different from the one in our files. It is very important that this Department have the correct address of all employes, and it would be appreciated if employes would report this change promptly to their foremen. We also find that employes fail to report other changes such as marriages, births, separations and divorces. In joining the Wives' Death Benefit Fund, the employe will give the name of his wife, and when it is checked with our records, we find that the name we have is entirely different. If we were to take the records as they stand, we would conclude that a number of our boys are bigamists. Let us have better cooperation from all employes in reporting all changes.

There were no deaths among the employes during the month of June but the wives of two of the employes passed away. They were both members of the Wives' Death Benefit Fund.

During the month there were 92 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Coach News

On June 25th, the southern end of the Van Ness Avenue Motor Coach route was changed to operate as follows: Van Ness, 78th Place, 8th Avenue, 78th Street and Van Ness. Service daily except Sunday and holidays as heretofore.



Square and Compass Doings

Printed on this page is a photo taken of the participants in the annual picnic of the Club held on Sunday, June 10th, at North Hollywood Park. As will be noted a record crowd turned out and needless to say had such an enjoyable time that they were loathe to leave for home, notwithstanding many aches, pains and Charlie horses.

Outstanding, of course, was the baseball game between the Mud Hens and Derelicts, the latter winning by the close score of eight runs to six. The teams were captained by Dave Allen and Bill Morgan respectively.

The many beautiful and useful prizes offered to winners in the various athletic events were keenly competed for by the various athletic enthusiasts, and some real competition developed particularly in the dash events.

All in all the affair was a huge success and many comments were heard to the effect that two such events should be held each year.

The final monthly meeting for the summer was held at the Hotel Rosslyn on Saturday, June 16th, and approximately eighty staunch brothers were well repaid for their attendance. A delightful dinner was served, followed by one of Brother Walter E. Trask's snappy vaudeville programs. Space prevents individual comment on the various artists participating, but they were all exceptional in their particular lines of entertainment, being appreciated by the "tired business man". Following the entertainment President Bill Morgan wielded the gavel and called the meeting to order, which was short and to the point.

A petition for membership was received from Brother Jack Baldwin of the Way & Structures Department, which was acted upon. Brother Baldwin was unanimously elected to mem-

bership and we shall therefore anticipate seeing his smiling face at our September meeting.

It was decided, in view of the summer vacation period and possible warm weather, to suspend meetings during July and August, therefore our next regular meeting will be held on Saturday, September 15, 1934. Place of meeting to be announced later. In the meantime, enjoy your vacation and be prepared with that "fish story".

COMPASS POINTS

Speaking of vacations, a postal card was received from Brother A. G. Rex who, at the time of mailing, was enjoying the sights at the Chicago World's Fair, and he sends regards to all. Brother Rex is on an extended trip east.

Well, anyway, we found out that Gladstone MacDonald "can't take it".

Brother Herb "Don Pedro" Peterson missed our last meeting and gave as an excuse the fact that he had to attend a Father's Day celebration at San Bernardino.

Ray Smith has had many flattering offers from vaudeville agents to put on his celebrated tumbling and bouncing act, but to date the agents have not been able to approach his "figure".

Brother James "Jimmie" Bodley, the silent Vice-President who sees all, hears all, and says nothing, promises a thirty minute talk at our July meeting. (July is dark).

We understand that Conductor Bill Morgan of Division Five has a life-like photo of himself framed and on his mantle—this is no "bull".

Our good friend "Cupid" Andy

Egan insisted on going to another section of the park, where another picnic was in progress. We wonder if the name Egan had anything to do with his choice.

Our Recording Secretary, Walter Born, arrived at the June Meeting about an hour late. He offered as an alibi the fact that he had quintuplets at his home. (His setting of duck eggs hatched out).

"Flash" De Baun was the outstanding figure in the foot races. Plenty fast this boy!

FLASH

We understand that Joe "Old Faithful" Steenrod was forced to spend a couple of days in the California Hospital, due to having taken a double dose of what his doctor prescribed. We have not been able to learn just what was in the bottle, but we do know that his wife is in Chicago visiting the World's Fair.

Brother J. H. McCornack of the Garage certainly enjoyed the vaudeville portion of our program. When the meeting adjourned he was still rolling on the floor. (Laughter being the cause).

The energetic Chairman of the Entertainment Committee, W. E. Whiteside, is to be congratulated for his handling of that portion of the picnic assigned to him. Notwithstanding the fact that he was very busy serving the ice cream, etc., he enjoyed his lunch, consuming everything handed to him. What an appetite!

Members will be notified by bulletin in the event of any special meetings or degree work requiring their attendance.

Fraternally yours,

JACK K. WILSON,
Director of Publicity.



Los Angeles Railway Rifle and Pistol Club

Gun Club Grows In Interest

Our Gun Club had a very feeble start away back in April when three fellows came to a meeting after reading the invitation in Two Bells. As it takes at least ten to obtain a charter there was nothing else done for a week or so. Finally one or two boys in the Motor Coach Division got behind the movement and, with a lot of talk, we met again in the Main Office and formed our Club.

We now have 49 members, all of whom are enthusiastically shooting every week. The Los Angeles Police Department has kindly given us permission to use the Police Pistol Range located in Baldwin Hills, south of the Sunset Golf Links at Crenshaw and Santa Barbara.

The officers of the Club are E. C. Teel, Los Angeles Railway Coach Division, President; Robt. Bass, Substation Department, Vice President; L. F. Sparks, Engineering Department, Secretary; D. C. Smith, Los Angeles Motor Coach Company, Executive Officer; Al J. Reich, Los Angeles Railway Coach Division, Treasurer.

The other members of the Club are as follows: Russell C. Beale, Division Five; Geo. Oliver, D. J. Sullivan, Dean Ovard and Geo. L. Riggs, all of the Los Angeles Railway Garage; R. J. MacMillan, Substation Department; A.

Dunkerly, L. M. Besenty, Jr., J. C. Brewer, B. L. Hartsell, G. O. Leslie, H. J. Scott, J. H. McDowell, A. Rohrbeck, Denton Garner, Francis M. Dayton, J. W. Betruie, C. G. Clymer, Ted Fogelman, Alfred Gammell, H. A. Koll, Lucky Larson, B. B. Towsley and C. R. Wheeler, all of the Los Angeles Railway Coach Division; Henry Forsberg, Los Angeles Motor Coach Company Garage; E. L. Armstrong, S. N. Cookson, James D. Kilgore, R. L. Harper, E. Taylor, G. W. Bahr, C. A. Cook, O. F. Crumvine, H. W. Feller, W. R. Humber, M. L. Robinson, G. E. Smith, H. Wallace, B. J. Wallen, R. P. Wilson, C. K. Stanford and R. E. Russell, all of the Los Angeles Motor Coach Company; Lew Wallace Powell, Los Angeles Motor Coach Company Mechanical; and Lawrence McDonald of Division One Mechanical.

What we would like to see is a larger membership from the Main Offices, the Platform men and the Shops.

Our aim is to make a Club for all employes, both men and women, and their families. The dues are \$3.00 a year, payable quarterly.

The above picture shows a few of the members gathered together, getting ready for an hour or two of real clean outdoor sport. Come on all you shots, nearshots and halfshots, join our Club and try to show the old timers how to do it.

L. F. SPARKS, Secretary.

Caught All The Fish

By FRED MASON

Thursday, June 28th, was a very tough day for the fish in the ocean off Catalina. A party of fishermen from Division Five, consisting of Superintendent T. Y. Dickey, Conductors Bill Langdon, Bud Huffmier, George Ritter, Frank Slaughter, George (Seasick) Melick, and Motormen "Tex" Bourland, George Seale and Conductor T. D. Starks and son, of Division Four.

When the gang pulled in at Division Five around 5:30 P. M. that evening believe us, they had 'em. Everybody packed a sack and every sack was packed with fish. They had barracuda, bass, sculpin and yellowtail, in fact everything except the big one that got away from Mr. Dickey. "Tex" Bourland claimed the biggest catch, but claiming it was as far as he got.

The pool for the largest fish was won by Conductor T. D. Starks' boy and everybody was glad to see him get it. Everybody, except George Melick, had a perfect day. You see he had one heck of a time getting somebody to work his run so that he could get in on the party, and the boat was only a few miles out when he was wishing he hadn't found somebody to work for him. He just fed 'em the entire time he was on the boat and just the mere mention of "fish" now makes him turn green.

Baseball and Other Sports

Trophy Travels

The P. B. Harris baseball trophy has been started on a round of visits to the Divisions and will be exhibited for a short time at each Division before it is carried off by the winning team.

The schedule is as follows: At Los Angeles Railway Coach Division, June 30th to July 3rd; Los Angeles Motor Coach Company at Santa Monica and Virgil, July 3rd to 6th; Division One, July 6th to 9th; Division Four, July 9th to 12th; Division Five, July 12th to 15th; Vernon Yard, July 15th to 16th; and at Division Three, from where it will be presented to the winners, it will be on exhibit from July 16th to 19th.

How They Stand

Another month has passed. The four Sundays of June and the first Sunday of July have brought showers of thrills to the crowds at the Los Angeles Railway Ball Park in Vernon Yard.

Only the fans who attend these games regularly can thoroughly appreciate the energy, the quick thinking, the spirit of loyalty, the ability to play well and the determination to play fair that is so consistently exercised by the eighty players in the six teams of the Lary League.

Let's look over the scores for these past five weeks and then, of course, you'll be interested to know how the teams stand.

JUNE 3RD

Div. Five	10	Div. One	0
Div. Three	9	Ver. Yard	8
Coach Div.	6	Div. Four	5

JUNE 10TH

Div. Five	18	Coach Div.	6
Div. Three	3	Div. One	2
Div. Four	14	Ver. Yard	5

JUNE 17TH

Div. Five	8	Div. Four	7
Div. Three	5	Coach Div.	4
Div. One	5	Ver. Yard	7

JUNE 24TH

Div. Five	8	Div. One	0
Div. Four	5	Div. Three	1
Coach Div.	8	Ver. Yard	9

JULY 1ST

Ver. Yard	3	Div. Four	7
Div. One	6	Coach Div.	3
Div. Three	8	Coach Div.	3

Standings of the Teams

	W.	L.	Pct.
Division Five	11	2	.846
Division Four	11	3	.786
Division Three	8	6	.571
Coach Division	6	7	.462
Vernon Yard	2	10	.167
Division One	2	12	.143

Smoker as Windup

In celebration of the end of the season and the awarding of the P. B. Harris Baseball Traveling Trophy to the winning team, the Los Angeles Railway Baseball League will hold a Smoker on Wednesday night, July 18th at 8:00 P. M. at Division Three, Avenue 28 and Idell Street.

President, S. M. Haskins, General Manager, P. B. Harris, Manager of Transportation R. B. Hill, Superintendent of Operation, E. R. Dye, F. Van Vranken, Manager of the Coach Division, Superintendents E. C. Williams of Division One, Geo. E. Ferguson of Division Three, L. L. Wimberly of Division Four, T. Y. Dickey of Division Five and C. O. Morse of the Los Angeles Railway Coach Division, H. I. Schaubert representing Vernon Yard, and some one representing the Los Angeles Baseball Team, will be guests of honor. Fifteen men from each team will represent the Baseball League.

Mr. Harris will present his beautiful trophy to the Superintendent of the Division whose team wins the pennant. This team will hold the trophy until next season's winners are known.

There will be music and a real chicken dinner served by Harry Tuttle of the Car Barn Cafe. Mr. Tuttle promises a real feed, such as only he can serve to the ninety players and ten invited guests.

The Smoker will be a real get together for all concerned, and a fitting windup to the 1934 baseball season.

Night Ball

Captain George Oliver has piloted his professionals through the first half of the League and lost only one game. It had to be with a club that did not lose any games but the boys are very proud of stepping into second place with only one loss. They defeated the Rich Pie Co., Pajaro Valley Fruit Co., The Knights of Pythias, L. A. Pie Co., Ayers Printing Co., and lost their one and only game to the Lucerne Creamery Co. The second half of the League has started and George has won his first game.

"K" Line Extended

Beginning June 25th, "K" Line cars have been continued south on Vermont to Florence, thus giving added service during the rush hours. After 7 P. M. all cars turn back at Jefferson as heretofore.

Old Timers at Bat

Don't tell any one that the good old baseball spirit is on the wane. If you who enjoy an extra wink of sleep had been down to Vernon Yards on July 1st at eight o'clock in the morning you would have seen more effort and less results during seven innings of a ball game than one could think possible.

The occasion was the initial ball game between those gentlemen who have reached forty or more; you know what I mean, the age of man when he is supposed to be useless and unable to leap with joy when he hears good news. The two teams, calling themselves "old timers" have been trying to get themselves in shape for three or four weeks, and on the above mentioned date they arrived on the field with determined looks. The order to play was given, and wota game. The old pill was smacked all over the lot by these men who for years have recounted just what happened in other years, and Division Three's old "has beens" finally triumphed against Division Five's old "he men" by the score of fourteen to ten in favor of Division Three. They all had a heluva time while it lasted, but for several days following the affair a number of Leaping Lenas were sad, but wiser Limping Louies. The line-up of those who took part follows:

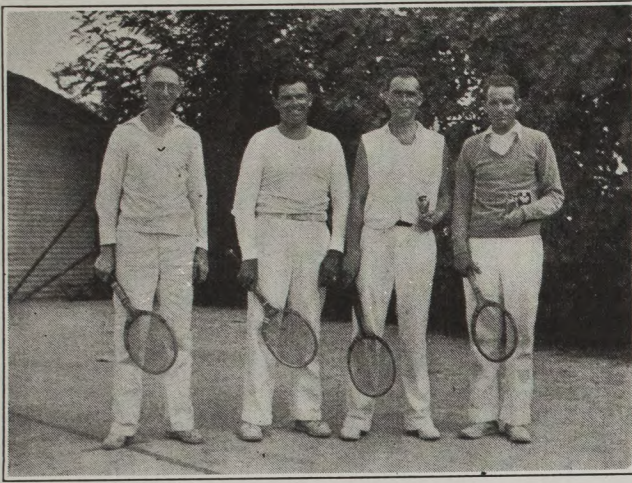
Division Five: Tex. Hillard, R. F.; Marceau, L. F.; Mechanic Ferguson, S.S.; Mechanic Lucky, C.; J. E. Bourland, 1st B.; Chancellor, 2nd B.; Melick, 3rd B.; A. C. Konecny, P.; Mechanic Light, C. F.

Division Three: G. A. Finney, S. S.; J. P. Martin, L. F.; C. F. Wankler, C. F.; D. E. McCarter, 3rd B.; G. C. Parson, 1st B.; G. M. Martin, R. F.; L. L. Sweet, C.; W. H. Meloy, 2nd B.; H. L. Zimmerman, P.

He Pays and Pays

Early in the baseball season Peter Moritz, proprietor of a barber shop at 1054 South Broadway (in the Main Office Building) offered a free hair cut, shave, shampoo and tonic to any and every player in the Lary League who made a home run during the season.

Since then there have been so many home runs made by the men that Pete has little time for cash customers, but true to his offer he is cheerfully and willingly fulfilling that tonorial promise to all home runners who claim his services.



Reading from left to right: H. D. Taylor, Engineering Dept.; Don Grant, Engineering Dept.; B. R. Hobbis, Motor Coach Division, and M. A. Chamberlain, Motor Coach Division.

LARY Tennis

The first Tennis Tournament held by the Los Angeles Railway employees was quite a success.

The singles were played on Sunday, June 10th. The first match was started promptly at 8:00 A. M. and the final play off was finished at 5:30 P. M. The following men were entered: Sherwood, Bailey, Tudor, Ormston, Grant, Chamberlain, Hawley, Hewitt, Hobbis, Frazier and Taylor.

M. A. Chamberlain, of the Los Angeles Railway Bus Division, and H. D. Taylor, of the Engineering Department, were successful in working their way up to the finals.

The first set of the final match was won by Taylor, 6-2; the second set was won by Chamberlain, 6-5; and the third set was won by Taylor, 6-1. By winning the final match Taylor became the owner of the trophy presented by E. G. Ward, jeweler at 1063 South Broadway.

The doubles were played on Sunday, July 1st, and started at 9:00 A. M. The following teams were entered: Bailey-Lee, Grant-Taylor, Hobbis - Chamberlain, Sherwood - Tudor, Moulton-Hunter and Ormston-Frazier.

The successful teams to reach the finals were Hobbis - Chamberlain against Grant-Taylor. The Hobbis-Chamberlain combination proved to have too much tennis in it for Grant-Taylor and won in straight sets, 6-4, 6-4.

Hobbis and Chamberlain each received a very pretty cup for winning the doubles tournament.

The tournament was played in North Hollywood on a private court which was arranged for by H. D. Taylor.

T e n n i s C h a m p s

Meetings!

Division Meetings are now being held at the various Divisions as follows:

- Division One—July 9
- Division Three—July 10
- Division Four—July 11
- Division Five—July 12

There are three meetings at each Division, 10 A. M., 2 P. M. and 7 P. M. Superintendent of Meter - Mileage Department and a member of the Legal Department are speaking on the subject of "Accidents."

Recovering

A. B. Merrihew, Superintendent of the Main Office Building, has been suffering from an intense attack of flu, but is now able to be about again.

Honor Roll Employes Picnic

The first annual picnic of the Honor Roll Employes took place as per schedule on Saturday, June 16th.

Members and their families, including second and third generations, were there, and all had a good time.

The Secretary and the Committee on Arrangements received many compliments, as to the Park selected for the picnic and all the appurtenances thereto.

Many of the picnickers came in their own autos, but those who came by street car were met and taken to the picnic grounds by private autos furnished by members.

They gathered informally during the forenoon and at 12:30 a sumptuous dinner was enjoyed, the same being furnished by P. B. Harris, General Manager of the Los Angeles Railway Corporation, as a courtesy to the Honor Roll employes. This dinner was served by Harry Tuttle, of restaurant fame, and was up to standard in every respect. He was ably assisted by volunteers, among whom was Mrs. C. M. Roberts, wife of our President. The Secretary's better-half registered every one as they arrived, getting name, address and telephone number. She reported 162 as registered, and if any were omitted it was their own fault. There was lemonade in abundance for everyone who wished it.

Immediately following the dinner, and while all were full and happy, President McRoberts called the meeting to order and introduced E. L. Lewis, our retired Superintendent, who gave us a fine talk. He was followed by R. A. Pierson and E. R. Dye. Mr. Dye got off a joke on Mr. Pierson,

saying he had tried to make love to every woman at the picnic. A letter was read from Mr. S. M. Haskins, President, expressing his regret that he could not be present.

President McRoberts paid a fine tribute to R. B. Hill, Manager of Transportation, who was unable to be with us, but who had rendered the Committee valuable assistance in making the picnic a success. Mr. McRoberts also paid a fine tribute to our deceased General Manager and friend, Mr. George Kuhrts.

The music for the day was furnished by S. E. Edwards and same was greatly appreciated.

The prize for the best Fish Story was won by P. Fitzgerald; and for tale of Early Street Car Life, by Carl L. Hanson, an invited guest. There were prizes given for pitching horse-shoes, races and other games, but the Secretary was too busy to get the names of all the winners, but all said they had a good time.

Walter Hancock had charge of the young people in the forenoon and entertained them from the babies up, with games, etc.

Frank Nye brought a lot of old-time photographs, which were passed around and greatly enjoyed by the old-timers, some of the pictures dated back forty years.

In the absence of Ed Yonkin, A. A. Cash took supervision of the young people in the afternoon, and they had many interesting games, races, etc., and a very joyous time, in fact we could hardly get them to break away and go home.

GEO. PRICHARD, *Secretary.*

Veterans to Picnic

The Third Annual Picnic of the Veterans' Club will be held Sunday, July 15th at Sycamore Grove. We are going to start out the day at noon with a basket lunch which will be followed by games, races and entertainment. Some real fancy prizes will be awarded to the winners of the various events. Past Commander Culver is General Chairman and Past Commander Deane will officiate as Master of Ceremonies and will have charge of the entertainment.

You can reach the Grove by driving out Pasadena Avenue and North Figueroa Street towards Pasadena, if you have no auto the "W" Car will take you directly to the entrance of the Grove.

All members, their families, their friends and all employes of the Los Angeles Railway are cordially invited to attend.

Be sure and register as soon as you arrive.

H. F. NELSON, *Adjutant.*

"Was you dere Sharley"?

Have you noticed how many foremen are walking around with a big grin on their faces lately?

Well! that's the result of the Foremen's Club field day June 23rd.

The Los Angeles Railway was well represented and was mentioned quite often in response to numbers called for door prizes given at the barbecue supper after an afternoon of strenuous exercise and fun.

The boys were pretty lucky not to come out all smeared up as a result of a well contested egg throw, but they didn't fare quite so well in regard to stiff muscles and aches and pains. But that's all over now and everybody is feeling fine and looking forward to another successful year of the Foremen's Club.

There will be no regular meetings during July, August and September so be on the lookout for the October meeting—"it's gonna be good."

DOYLE RISHEL,
*Member Foremen's Club
Executive Council.*

Married

It has just leaked out that Night Supervisor E. Tindal slipped off from his friends and was married some weeks ago. It's late but here's wishing happiness to Mr. and Mrs. Tindal.

Auxiliary

Saturday evening, June 16th, the second of our social affairs was held at the home of yours truly with Alice Deane and Nellie Barkley assisting as hostesses.

The evening was spent on board the good ship Monte Carlo, with the usual line of games which were conducted by nine young men, friends of one of our hostesses.

Approximately fifty guests came on board and judging by their statements a good time was had by all.

A number of prizes were awarded to the most fortunate. Mr. Walker carried off the gentlemen's first prize and Helen Nelson the ladies. Jack Angel and Adeline Eidsen shared second honors, and Len Barkley and Isabella Hoyle came in for third place, while Mr. Steel and Mrs. Lampe carried off the fourth place prize. The consolation favors went to Uncle Ned and Clara Angel.

Dancing and a buffet supper completed the evening's entertainment and a new member joined our ranks, so all in all we had a very good night.

Members, our next meeting falls on Wednesday night, July 18th, and will be held in Harding Hall. Try to be with us on that night. We have missed some of the familiar faces at our last couple of gatherings. How come?

Our drill team started maneuvers last Wednesday. We put in a good hour of real work and really accomplished a great deal more than we expected at our first lesson. Just give us a little time and we'll show you all that we mean business.

Ladies, don't forget the date of our annual picnic. July 15th has been selected, and the place, Sycamore Grove. Sport events in the morning and basket lunch at noon with a splendid program at 2.00 P. M. will complete the day's entertainment. Everybody come out to this affair and have a good time. Bring the kiddies.

ESTHER WILLIAMS, *Secretary.*

Notice to All Employes

The wife of H. T. Sanders, Motorman, Division Five, died June 6, 1934. Mr. Sanders was paid \$483.50 under Wives' Death Benefit Fund Assessment No. P-70. Deduction was made on pay roll ending June 15, 1934.

* * *

The wife of Eli S. Dick, Machinist, Garage, died June 29, 1934. Mr. Dick was paid \$507.75 under Wives' Death Benefit Fund Assessment No. P-71. Deduction will be made on pay roll ending July 15, 1934.

R. A. PIERSON,
Superintendent of Personnel.

Troop 45

Scout Troop 45 held its last regular meeting on June 22nd. There will be no more regular meetings until September 14th.

Infantile paralysis has sure ruined our plans. On June 9th and 10th we were scheduled to go on an overnight hike and we had to call it off. Then Scout Headquarters called off our Court of Honor, which was scheduled for June 22nd. However, we have planned a bunch of hikes to go on during the summer hoping that the scare will soon die out.

On Sunday, June 24th we went up to Big Tujunga. After much trouble in getting up there we had a grand time hiking around. We had to leave early but a good time was had by all.

BOB BOWER, *Publicity Manager,*
LYNN WEBER, *Two Bells Reporter.*

Collisions and Dismissals

By JOHN C. COLLINS

Supt. Meter-Mileage Department

It is a pleasure to announce that considerable improvement has been noticed in operation by the men referred to in the May and June issues of Two Bells. This does not mean that they can not improve, but that they are going in the right direction to improve.

A man who only sees operation from the front end of his own car does not know what is taking place on the system as a whole.

Lately we have been having a considerable number of car collisions. No man will have a collision of cars who is making any effort whatsoever to follow the instructions he received in correct operation and the fact that these collisions are occurring is the best indication that the men involved have not been following these instructions.

One man blamed his collision on a Supervisor who told him that he was the only man on the line not able to make his time. Therefore, he proceeded to jump signals and took advantage of every condition, regardless of the chance, in order to get through on time. The result was a collision and his dismissal and he is now blaming others for the misfortune over which he alone had control. Had he followed his instructions or, if not able to grasp their application, had asked for help, it would not have been necessary for the Supervisor to say anything to him at all.

My experience has been that it takes considerable practice in violating rules to result in a collision.

Division Three's Camp Seeley Party

Huge Success

By GEO. E. FERGUSON

If some of the operators, motormen, conductors or a certain stenographer on Monday, June 18th showed signs of lassitude, don't blame the old Spring fever alibi, because it was nothing more nor less than the reaction of two days that had been spent at Camp Seeley.

Division Three is partial to this particular mountain resort and was well represented on the above dates.

Conductor L. L. Sweet, assisted by Coach Operator Buck Weaver and also by a volunteer musician, furnished the music that tickled the toes of the dancers, and the dance floor in the camp Lodge was well crowded until a late hour. Card playing and visiting with each other was indulged in by those whose "creaking joints" prevented them from tripping the light fantastic. The greater part of Sunday was spent in horseback riding and hiking over the many trails that are to be found in this vicinity, and although the end of the second day brought the realization to all that they were very, very tired, nevertheless, they were happy. Even Clerk Gilmore tried to become acrobatic and give an imitation of a leaping fawn, with the result that he fell in the creek but he was speedily rescued by the members of the party who went along just for the purpose of seeing that Harry and some of the other nimble-footed (??) would-be mountaineers got back to camp safely.

"Tarzan" Reid promenaded before an admiring bevy of young ladies in the early dawn of Sunday, beating his massive chest proclaiming that the old tree dwellers had nothing on him.

A. B. Parker and C. W. Morris returned an early morning serenade which had been made by Conductors Demaree and Frost, and all of them became quite proficient while playing on a garbage can with a miniature war club.

In the early part of September, those at Division Three are planning another party at this resort which will be bigger and better than ever, and it is anticipated that on Sunday, the second day of the stay, a barbecue will be spread for the benefit of all who are present. These events are not held for the benefit of those at Division Three alone, and any one who is connected with our Company can join in with the bunch and enjoy the fun.

List of those present is as follows: Mr. and Mrs. A. B. Parker, son, nephew and friend; Mr. and Mrs. C.

W. Morris and daughter; Mr. and Mrs. H. W. Gilmore; Mr. and Mrs. P. Wankier and son; Mr. and Mrs. L. L. Sweet and daughter; Buck Weaver; Mr. and Mrs. E. C. Molster, who were accompanied by Mr. Molster's son and his wife; Mr. and Mrs. R. W. Reid and son; Mr. and Mrs. Demaree; Mr. and Mrs. Frost; Mr. and Mrs. Graham; Mr. and Mrs. Fred Renstrum and Mrs. Fritz; Mr. and Mrs. W. P. Trabue; Mr. Harry Trabue; Mrs. Rhoda Ruhlin; Mr. and Mrs. T. J. Mulrine; Mr. and Mrs. Geo. E. Ferguson; Mr. and Mrs. W. H. Juam.

He Loves Fish

Superintendent of Personnel R. A. Pierson, had to come to Division Three to satisfy his gastronomic desires and put away an eighteen inch trout which was brought into Manager Harry Tuttle's Car Barn Cafe with several of its smaller brothers the latter part of June.

It is a long story, mates, which lack of space forbids being told in its entirety. About ten years ago our corpulent friend, Bobby, made the remark to Ira Gott that he had never partaken of that species of the finny tribe commonly known as mountain trout. After waiting for about nine years, eleven months, and twenty-eight days, he happened to remember that he had never received the promised fish. He got in touch with several people and broadcasted to Mr. Gott the fact that he still had one trout dinner coming.

In order to appease this voracious appetite, Mr. Gott dug out the old fishing paraphernalia, took a day off, waded into the waters of Lytle Creek in the vicinity of Glen Ranch, allowed two big ones to get away, and then he snagged the eighteen inch baby along with several smaller ones. These were rushed to the Car Barn Cafe, where Manager Tuttle prepared them for Brother Pierson in his usual efficient manner, but Bobby says that Harry gave him so much to eat before the fish course came on that he was unable to do justice to the platter of luscious fish, and, as a result, Mr. Tuttle himself got the most of the fish dinner.

In spite of this handicap, Mr. Pierson avows that Mr. Gott is an excellent provider, and he sincerely hopes that at some future date his good friend will again ask him to come up on a Tuesday for a fish dinner, and, incidentally, provide the fish.

Send Them In

In last Two Bells prizes were offered for the best stories of how some difficult situation was handled with passengers or with the general public. July 16th is the deadline for this contest. Four prizes are offered of five dollars each for the four best stories from each Division, including the Motor Coach Division. This contest is open to trainmen and bus operators.

Rabbit Hunters

By FRED MASON, *Division Five*

A recent rabbit hunting party, comprised of Motorman J. P. Miller, of Division Four, Conductor Fred Godwin of Division One, Superintendent T. Y. Dickey, Foreman Jim Madigan and Clerk Fred Mason, all of Division Five, was a great success. They made their headquarters at the ranch of Emil Coltzau, the other side of Lancaster. Emil, by the way, is an old time motorman out of Division One, and has the nicest crop of alfalfa for miles around.

When the hunt was over they counted one hundred and two rabbits. J. P. was the head hunter, he even going so far as running 'em down. Mr. Dickey got his quota, using his new .410 Winchester Pump. Fred Godwin got more than his share and he slowed quite a few down so that Fred Mason could get his. Jim Madigan kept up with the rest of the gang and brought in his share. An excellent time was had by all and all agreed that J. P. Miller knows how to fry rabbits just to a T and make just the right kind of gravy that goes with it.

One on T. Y.

It's not very often that one sees T. Y. Dickey, Superintendent of Division Five, run for a street car, but when one does, you can bet there's something to it.

It is his usual custom to ride a 4:34 Line "U" pull out, and this certain afternoon he got a little late start and had to chase across the yards just as it was pulling out. The regular conductor, Roy Platner, saw him coming, and rang his motorman down.

T. Y. boarded, showed his pass and was about to pass on into the car when Platner said: "Your pass is absolutely O. K. Mr. Dickey, but if you drive that little blue Hupmobile coupe home, you won't need to show it". And sure enough, there stood T. Y.'s car right outside the office.

No Accident Day for Three

Division Three, not to be outdone by Division One, flashed us this last minute news. Division Three started the Safety and Courtesy Contest on Sunday, July 1st, with a no-accident day, 10,181 miles and not a thing to mar a perfect day.



Division One

H. N. COLE

A few weeks ago Conductor F. E. Shuler had a student and at the west terminal of the "R" Line Shuler stepped into the drug store to get a bite to eat. While he was dunking his doughnuts, time came to go. The motorman called for bells and the student, thinking perhaps that Shuler was up front, gave them. Shuler commandeered an automobile and caught his car up the line and all was well.

Mrs. Fagin, wife of Motorman John Fagin, has returned from Illinois where she was called on account of the death of her mother.

If there is a cat story to be told it is usually up to Nate Robinson to tell it. Recently he made a stop and in due course of time called for bells which he did not get. He looked back and saw his conductor, Ray Kelly, flat on his stomach under the step. When he crawled out, instead of having a five dollar bill or something, as Nate thought, he came out with a little kitten which he delivered to the sidewalk. The kitten thanked Ray with a pst pst or two and scooted away.

For your information, Conductors: Whenever you get Motorman T. M. Ferguson on the front end of your car, you don't have to worry about lifting the fenders. T. M. can do it with one hand while you are thinking about it.

Conductor L. T. DeVol, while playing ball the other Sunday, sprained some ligaments in his leg, and now he is getting around on crutches.

Conductor C. E. Green has resigned and will devote all his time to a gold claim which he owns in Oregon.

Conductor M. H. Snyder who has been ill for several months has returned to his duties.

Conductor E. E. Sanders has returned from a month's vacation which he spent in hunting and fishing.

A few Sundays ago, or perhaps it was on a holiday, Conductor C. O. Ashton had made all arrangements for a weinie roast at one of the beaches. Everything went well. The alarm clock got him out of bed about three o'clock a.m. and everything was on the machine and the machine was waiting to be stepped on. The family arrived at the beach in due time, and dug a hole in the sand, built a hot fire and when the ambers were just right for the weinies he discovered that the weinies were missing. Everything else had been packed except the main thing. So, instead of having weinies for breakfast, they had to be content with toast and pickles and the smell of the ocean.

When Conductor H. I. Frey acquired some acreage up in Oregon he understood that it was stocked with an apple orchard, but a while back when he paid his first visit there, he found that it was a pear orchard instead. In a couple of weeks he and the Missus will drive up and pitch their tent under one of the trees and remain there until the crop is gathered and marketed.



BIRTHS

Motorman H. S. Morrison, of Division One, is rejoicing over the arrival of a new daughter on June 16th. Her name is LaRita Irene.

* * *

E. C. Teel, of the Motor Coach Division, announces that he is the father of a fine baby boy. Robert Carlton was born June 8th and weighed seven pounds and three ounces. Mother and son are doing fine. Congratulations.

* * *

Just bubbling over and too excited to talk, Motorman Gaston Young, of Division Five, on June 13th, tried to tell everybody about the arrival of an eight pound, one ounce baby girl. When we got him cooled down he was able to give us her name, and even spell it right. She will be known as Sharon Lorrene, and both she and her mother are doing fine.

* * *

Congratulations are extended to Motorman Bennie Butler, of Division Five, his wife having presented him with an eight pound, one ounce baby boy on June 3rd. Little Donald Warren and mother are doing fine.

* * *

The reason for that unusually happy expression on Eric Kenway's face the other day was the arrival of Donald Burton Kenway at his home on June 29th. Donald Burton weighed six pounds, fifteen ounces.

Mr. Kenway is a member of the Personnel Department force and Mrs. Burton was formerly in the same department. Our heartiest congratulations go to the happy couple.

Appreciations

Acknowledgments and thanks for flowers and kindly sympathy extended to them in their time of sorrow have been received from L. F. Sparks and Family; H. T. Sanders and Family; and Mr. and Mrs. A. B. Davidson.

Conductor J. H. Martin received a surprise visit from his daughter, Mrs. Plager of Illinois, last week. It is needless to say she is having a wonderful time visiting Catalina and the numerous other places of interest, but above all she is delighted with the climate here as compared with the extreme heat in Illinois.

When Bill O'Hern made a home run recently, his Conductor E. D. Avila raised the question as to whether or not he was entitled to a free hair cut and shave the same as the home-runners on the regular team. Tex Bourland, Manager of Division Five Middle Age Team, stepped forward with the reply, that when his team played them, they would not only be shaved, but the whole team would be cut down in defeat.

Conductor C. W. Robinson is visiting in New York. He will be away eighty-five days.

During the month Conductor H. Ronertsin spent a week visiting relatives in Hanford, California.

Motorman B. C. Byrd took eight days off to go to Big Bear for a mess of fish.

Motoman E. G. Smith relaxed for a period of eleven days, and is feeling equal to any emergency.

The call also came to Conductor G. Spilker, so he spent two weeks doing things and going places.

That tired feeling overcame Motorman M. A. Kilgo, so he took a week off and now he is completely cured.

Motorman H. M. Feezell has taken a forty day leave and has gone to Missouri to visit relatives.

Conductor G. R. Evans felt as if a week of rest just fit in with his tired feeling, so he took a week off.

Of course we all know where Conductor R. W. Brigham spent his twenty-nine day vacation—on the bank of a trout stream as usual.

Conductor A. G. Rex is spending a month in Pittsburg, Pa., his old home town.

Conductor J. H. Stanley fell in line and took in the sights of the Yosemite. He took two weeks off.

Safety Operator H. L. Wilkinson took a week off to rest up as also did Motorman R. H. Warren.

Conductor W. V. McCafferty spent seven days in San Diego, attending the Convention of Veterans of Foreign Wars. Mrs. McCafferty accompanied him.

Conductor E. E. Feb is taking twenty-five days off to investigate the climate and other things in Yosemite, Canada and other far off places.

Motorman A. A. Johnson is spending twenty-five days travelling through Washington and Oregon.

Safety Operator G. Gregg took a flying trip through Northern California and the Yosemite.

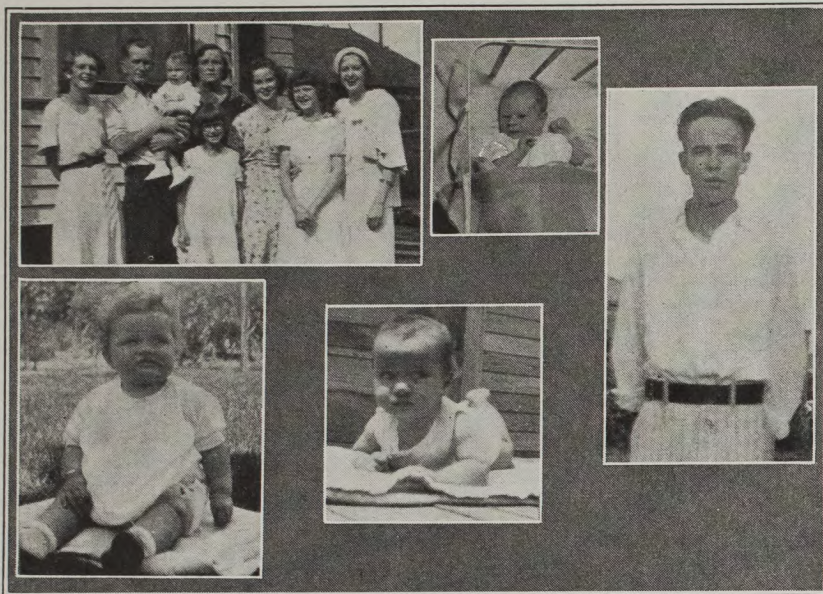
Business called Motorman G. W. Bridger to Arizona, so he took ten days off.

* * *

Weddings

Conductor W. W. Brown was married on June 9th to Mrs. LaVesta Killen. He is now papa to a little stepdaughter aged three years. Her name is Lois Juanita Killen.

Motorman M. E. Iffland of Division One was married May 24th to Miss Alma Bakkelie.



Upper left: Six perfectly good reasons why Conductor George Moore of Division One is a busy man. We present the whole family. From left to right we introduce, Wilna May, George Moore in person, George Jr., Mrs. Moore, Roberta Jean, Helen, Sarah Jane and Lois.

To the right of the Moore family is a picture of the son of Motorman Bennie Butler of Division Five, taken when he was one day old.

The young man to the right is King L. Ervin, the son of Clerk Frank Ervin of Division Four. King is sixteen years old and attends Fremont Junior High.

Lower left: Here we have little Miss Jacqueline Helene McDonald, who celebrates her first birthday on July 15th. In a recent baby health and beauty contest conducted by the Pythian Sunshine Girls of Golden Sunshine Council No. 1, little Jacqueline was awarded the girls' beauty cup, and to say that her daddy, Conductor "Hank" McDonald, of Division Five, is proud, would be putting it mildly.

The young lady in the center is Frances Josefa Kliever, daughter of Conductor F. Kliever of Division One. This little Miss was four months old when the picture was taken. She arrived at the home of the Klievers on January 1st.



Division Three

L. VOLNER

Conductor J. L. Story has a fine record for courtesy to his passengers and to pay him back for his good humor, they are buying passes of him and how. 314 passes sold was his record for June, 126 during the last week of June. J. L. is on the back end of a "U" Line car and sells most of his passes on the car.

* * *

During the week of June 24th to 30th Conductor E. C. Croughan disposed of sixty passes, which brought his bank balance up quite a bit. His only hard luck happened during his banner week of sales, and that was when chasing a prospective pass buyer he lost six perfectly good unsold ones, which brings the old bank roll down a bit. Is he discouraged? I'll tell the world he's not, and he is striving harder than ever to bring the lost shekels back to "daddy."

* * *

Motorman B. E. Johnson, who is very proud of the ball team of which he is Manager, has the following to say about his men: "Our baseball team is getting

back to its old stride, and it is going to be the best team in the league.

"We certainly appreciate having our third sacker, Maze, back with us, and we hope that his sickness is over. McCarter has done some great work behind the bat, and 'Old Zim' and Gardner have pitched very good ball. Morris at first base has played head-up baseball, and relief first baseman Leckey is doing his stuff splendidly, also. We were very sorry to lose our second baseman, McCarthy, but in a very short time Stump is going to fill that position in a very good way. Short stop has been taken care of nicely by our good friend McIver, and can he bun? Without any doubt we have the best outfield in the league both for hitting and fielding. They are Triboulet, 'See Me' Schmidt, Evans and L. Wankier.

"These boys have turned in some splendid games. There haven't been but three errors in our outfield all season, and they were carried by 'the night before'. 'See Me', or 'Homerun' Schmidt is still going good. Last, but not least, is our good friend Meek. He has played almost every position on the team, and is always ready to get in there and fight, and, believe me, he can fight.

"Our team has lost five games so far this season, and no one is to blame but old man sickness. Every game we have lost was due to the fact that we had to

change our line-up, caused by sickness.

"We want to take this opportunity to thank the boys of Division Three for their splendid cooperation in helping us to secure funds to pay for our equipment."

* * *

When Operator J. San Marco called for his run on May 31st the Clerk asked why he didn't show up yesterday—Memorial Day—when Sunday schedules were in effect. Mr. San Marco said he did not work on Sunday. He had neglected to notice that he was not off duty on that day, but spent a very pleasant day in the mountains nevertheless.

Conductor E. L. Jandro is oiling up the old fishing reel, getting ready to spend three weeks in the mountains where he will be pulling out the trout as usual.

Mrs. E. L. Burke, wife of Motorman Burke underwent a rather serious operation at the French Hospital on June 23rd. The operation was a success, and as this was written she was getting along fine, and expected to be home in about ten days.

During the month Operator C. G. Ficklin is driving his auto to Chicago to take in the World's Fair, and before returning intends to visit his old home in Indiana, where he has not been for many years.

Conductor J. M. Scantlen has returned from an extended visit to relatives in Oklahoma. He reports business conditions very bad in that section, and says Los Angeles looks good to him.

For quite a while Conductor J. P. "Stucco" Fleming has been working as an operator on the "10" Line on Sunday. The boys were wondering why he was doing this, but now they know. When a run that suited him became open on the "B" Line he jumped on it with both feet. Was he glad to get back home? I'll say he was. And the pleasure just as great among his many friends on Hooper Avenue, where they were glad to welcome "Mr. Stucco" back home.

Conductor J. G. Visser and wife spent several days in Yosemite the latter part of June. They report a most enjoyable outing.

It is common knowledge that the trainmen of the Los Angeles Railway are noted for their honesty, and whenever passengers leave articles on the cars, if they are recovered by a trainman, they are sure of having same returned. An elderly lady, Mrs. Dobbs of the W. C. T. U. Home in Eagle Rock, boarded Conductor J. Pewitt's car and thought she was giving him a one dollar bill to pay her fare, but closely pressed against the one dollar bill was a ten dollar bill, which Conductor Pewitt saw at once and gave back to the lady. To show her appreciation of same, a few days later Mrs. Dobbs mailed Mr. Pewitt a check for ten dollars.

When dead-heading home for lunch after working the first part of his run, Operator W. A. Clark put his cap in his kit and sat down to work on his trip sheet. On nearing his destination, he began to get ready to get off and began to look for his cap. The passengers noticed he had lost something and asked him what it was, and they too joined in the search for the cap. After they had given the car a good search the motorman said "Maybe it's in your kit". Mr. Clark then remembered that was where he had put

same and he was sure glad the car had arrived at his station.

Conductor Z. T. Monroe will visit relatives in Texas until July 14th.

On Sunday, June 17th, knowing he was off duty on that date, Operator J. San Marco and family were about forty miles back in the mountains when an axle broke on his car. After working his thumb for some time they managed to ride back home, and the next day San went back with an axle and brought the car in.

Conductor Eddie Cox and wife are spending their vacation at Northern points, and will be gone until about the 19th of July.

Everything was very quiet in the barn about five o'clock in the morning, when in rushed Conductor R. J. Cave with coat and collar in one hand and his shoes in the other, and up to the window, and hollered "Five o'clock." That was just the time he was to report. On account of a dime store alarm clock, he had to run all the way from Division Street, and as soon as he was off duty on that day he went to town and bought a "Big Ben." Says he will not have to make any more of those hot-shot runs.

* * *

Married

Conductor M. M. Wallace started two weeks leave of absence Saturday, June 23rd, and accompanied by his blushing bride, whose name we did not secure, went for a honeymoon in the vicinity of Yosemite. We join with this young man's many friends in wishing him and Mrs. Wallace the best of everything possible.

* * *

It is with deep regret that we note the passing of Charles, only son of Conductor and Mrs. H. A. Beals, who passed away on Tuesday, June 26th.

This young man was beloved by all of his many friends and his passing was a great shock to everyone. Funeral services were held on June 28th and interment was made in Calvary Cemetery.

Division Three extends sincere sympathy to these grief-stricken parents.



C. J. KNITTLE

"Selling lots of passes, Buddy?" That is the popular question around the Division each Tuesday when unsold passes are turned in.

"Yes", replies one conductor, "I put out forty-seven this time."

Another reports he sold fifty-one. Another only twelve and here's a man who sold only eight.

It goes without telling that while a trainman's selling ability is the essential factor, the type of run he works and the question of whether he desires to push pass sales on his day off if possible has a direct bearing on his sales record.

Division Four's high man in pass sales, incidentally, sells most of them on his day off, Saturday. (We've promised not to tell his name.)

Conductor A. S. McFarland, the next highest, sells all of his passes on his Pico run. "Mac" does not care what we say about his sales as long as we emphasize that every pass he sells is sold on his Pico car.

In the month of June Mac sold 276 passes and itemizes his weekly sales as follows: 66 Olvera Streets, 70 Swimming Girls, 63 Summer Solstices and 72 Allied Arts.

Mac's run has Sunday time but Friday and Saturday are his best selling days. Can you beat it?

* * *

The June vacationists were led off by none other than our genial janitor, Ewart Phillips, who left June 3rd for San Francisco and Sacramento. On his return June 18th, Ewart stated he had a "remarkably good time".

Motorman F. G. McMullen spent one week in Reno, Nevada, starting June 5th. "Mac" had a swell time fishing and appears completely Reno-vated.

Motorman R. R. Cole and Conductor C. L. Smithwick were granted thirty day leaves June 8th to make a trip to Eugene, Oregon.

Conductor C. S. Kilpatrick spent one week starting June 9th entertaining his parents who were visiting here from the East.

Motorman B. F. Higgins and his son, Conductor D. W. Higgins, were granted thirty day leaves June 9th to visit relatives in Kansas City.

Conductor A. B. Dial spent a nine day leave starting June 10th visiting relatives in Dinube, California.

Conductor B. Skinner is spending a sixty day leave visiting his parents in Saskatoon, Saskatchewan, Canada. While there Conductor Skinner will also be best man at his brother's wedding. He left June 10th.

Motorman A. Halwax was granted eighteen days leave June 10th to visit a son in Seattle.

Motorman J. W. Treat spent a ten day leave starting June 11th attending to local business and resting a bit.

Motorman Ray Clapp left recently for Oklahoma to visit his mother who is ill. He was granted thirty days leave.

Motorman Z. P. Dempsey spent a twelve day leave starting June 25th entertaining his son from Texas.

Motorman H. R. Elsmore was granted two weeks leave June 26th to join Mrs. Elsmore who is ill in Salt Lake City. After a few days rest they will return here.

Conductor E. C. Hoffmeister resigned June 4th to take up farming in Idaho.

Conductors J. M. Bean, W. G. Brooks and J. L. Donnelly were appointed regular Traffic Observers for the Schedule Department June 1st.

The sincere sympathy of his many trainmen friends was extended to Conductor A. B. Davidson on the death of his baby daughter, Anna Mae, who died suddenly June 7th of pneumonia. The little one, only two months old, was stricken June 6th and passed away the following day.

* * *

Marriages

Conductor C. D. Sayers evidently decided that June wedding bells would be

the most appropriate chimes for severing his connection with the Division Four bachelors for on June 9th the ding-dongs danged and Conductor Sayers and his lady fair took the solemn vows to love and to cherish and ———. The happy bride was, formerly, Miss Violet Baumstark. Best wishes, children.

* * *

Another happy couple to take up life's journey together was Conductor B. D. Stewart and his lady love, Miss Mary M. Heller. The wedding took place June 18th. Conductor Duke Lowen was best man. Congratulations, Mr. and Mrs. B. D. May all your days be filled with love, health and happiness.

* * *

Motorman J. B. Seibel was married to Dorothy Steiner on July 1st and they went on a honeymoon of one week to San Francisco.

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On June 4th a fishing party left for San Diego. Those participating were Motormen C. D. Stephenson, W. J. Forster, A. Perry, M. P. Knepper, Operator Nelson, Conductors J. A. Saunders, W. H. Snow, District Supervisor Sherm Beals and Traffic Man C. N. Reddick. At San Diego, a live bait launch was chartered and the party proceeded to Coronado Island. The trip was a great success from every angle. Seventy yellowtails and a number of barracuda and bass were brought in. The feature of the trip was Mr. Beals' fight with a large yellowtail which was finally landed but not before Mr. Beals' thirteen foot rod was broken.

On June 19th Motorman M. P. Knepper, Conductor W. H. Snow and some friends journeyed again to San Diego and embarked on a fishing boat bound for the LaJolla Kelp Beds. They returned with fifty-four yellowtails and over four hundred barracuda and bass.

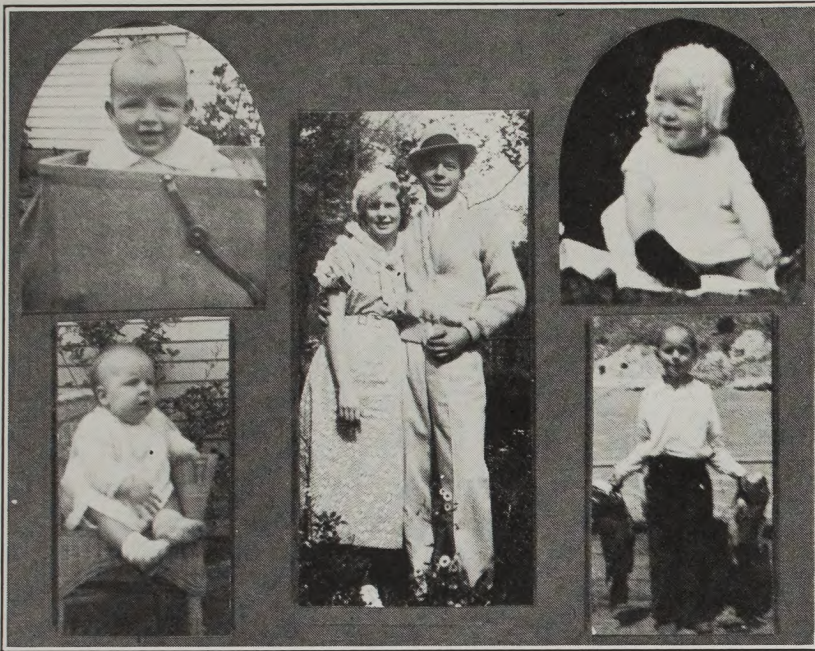
Baby Margaret Rosalie Anderson, eight month old daughter of Conductor R. T. Anderson of Division Four, has been awarded the Blue Ribbon in the Health Division of the Inglewood Prize Baby Show conducted by the Pythian Sunshine Girls of Golden Sunshine Council No. 1 at Inglewood June 11th to 18th. A wholly inadequate picture of this adorable little miss in the arms of her mother appeared in the March issue of Two Bells. Needless to say that her daddy is the proudest man at Division Four today.

Motorman Frank Hommel resigned June 28th on account of ill health.

Motorman L. L. Leasman was granted seven days leave June 24th to attend the Veterans Of Foreign Wars (of U. S.) Convention at San Diego. He returned June 28th all smiles. The big reason was his promotion from District Inspector (District No. 2) to District Commander. Mrs. Leasman, who accompanied him, to attend the Convention of the Ladies Auxiliary of the V. F. W., was honored in being appointed Historian of the organization.

Motorman H. W. Ross was granted a thirty day leave July 1st to make a trip to Colorado Springs and Salt Lake City.

Motorman E. B. Adams was granted forty-five days leave July 1st to make a vacation trip to Missouri.



Upper left: The bright and smiling little gentleman is William Louis Mellentin, son of F. W. Mellentin of the Engineering Department. William Louis was just seven months old on June 27th last.

Upper right: Here's a snapshot we've been trying to get for the past six months. She is little Diana Adaire Jones, is eight years old, and her daddy is Conductor C. C. "Casey" Jones, of Division Five.

Lower left: We present Faye Minerva Wilson, five and one-half months old daughter of Conductor Ralph Wilson, of Division Five.

Lower right: Nine year old Kennard Ritter, grandson of Conductor W. S. Rice of Division Three, holding two sheephead, 8 pounds each caught off San Clemente. Kennard is almost as good a fisherman as his granddad.

Center. Motorman J. A. Burt of Division One has a right to be proud of his son Dennis, who is shown here with his girl friend.

how they all are.

Motorman Ernest Rhodes is back on the job looking fine and feeling good after two weeks resting up at home.

Motorman Bill Allen got away O. K. on his ninety day jaunt and is having a great time. He's taking in quite a lot of territory, visiting friends in Champaign, Illinois, and Toledo, Ohio.

Conductor A. B. Hughes is back from his thirty days spent in Springville, Utah, looking fine and feeling O. K. He had a hard time getting away on time, but made it alright.

Conductor Gordon Dow is getting towards the end of his sixty days vacationing in San Francisco and is due back on July 30th.

Motorman Jim Morton is back on the job, having spent part of his thirty days back with the folks in Buffalo, New York. Jim reports a very nice time.

Conductor Bill Bird spent a very nice thirty day vacation at his cabin in the Arroyo Seco and is now ready for another year's grind.

Conductor R. D. Harrison has resigned and has gone back to Memphis, Tennessee, on account of his wife's health.

We are all certainly glad to see Motorman C. R. Lewis back on the job again after almost six months lay off on account of a collision with an auto.

And we are equally pleased to have Motorman R. B. Davenport back with us again and hope that he will soon be feeling like his old, real self.

Division Five extends its sincere sympathy to Motorman H. T. Sanders whose wife passed away on June 6th.

* * *

Silver Wedding

Congratulations are extended to Motorman W. J. H. (better known as "Bill") Hewett, of Division Five and his wife, they having celebrated their Silver Wedding Anniversary on June 23, 1934.



Division Five

FRED MASON

Sunday, June 24th, was a hot day for Conductor A. A. Bradley. He was all through with his day's work by 2:00 p. m. and was all primed to go home for a big Sunday dinner, when he discovered his automobile wasn't where he left it in the yard. He looked over all the cars in the yard, saw one like his, but his was gone. After considerable running around and telephoning, Bradley gave it up as a bad job and went home. The scene then switched to Vernon and Vermont, where Motorman A. Ballentine got relieved. He, being in a hurry to keep a dinner date, looked for his car, where it was supposed to be parked, saw one like it, but not his. He also did some tall searching and chasing around and then came to the Division, where, much to his surprise, saw his car sitting in the yard. Here's what happened. Ballentine wanted to get home as soon as possible after he got relieved and gave his keys to Motorman G. Young to drive to the relief point. Young got into Bradley's car, which is of the same make and vintage as Ballentine's, inserted the ignition key, which also worked, and drove merrily to Vernon and Vermont. The next morning,

things got straightened out. Bradley had to go to University Police Station and pay \$5.00 for towing and storage charges, which Ballentine refunded. Ballentine, who had no keys to his car, was shown how to start his car by crossing the wires, which he did, and burned all his wiring out. That's the story of Bradley's stolen ??? car.

Well, the vacationists are coming and going and here they are: Conductor J. D. Johns seventy days, visiting with the folks back home in Aud, Missouri.

Conductor L. Shelley will be gone for five weeks on account of his wife's health, and is visiting the folks in Portland, Oregon.

Conductor G. C. Fisher is back from his two weeks spent in Drew, Oregon, and reports a very good time.

To his usual water hole in Walker River Canyon, Conductor Taylor Chase went trout fishing, and came back saying that three weeks is not long enough. No, don't misunderstand him, it didn't take him three weeks to land one.

Conductor F. J. Nimz will be off for seven weeks and is visiting friends and relatives in Vancouver, Washington.

He had to go back to Hancock, Missouri again to get a load of that good, old Missouri gravy, and he'll be gone for ninety days. Yes, that's the guy, Conductor J. L. Decker.

It's a long time since he saw all the folks in Sandy City, Utah, so Motorman J. M. Cook took off thirty days to see



Shops

JACK BAILEY

Vacations are being looked forward to next month when the completion of the twenty type "H" cars will give some of the boys a breathing spell. Up to date very few have been granted vacations or leaves of absence, due to the tremendous change made in overhauling. However some find time over the week-ends to make short trips.

Jack Bickford, Truck Shop Clerk spent the week-end at his cabin at Big Bear.

Jim Brown, Billie Manigault, E. Porter and J. Hines report the limit of young jack rabbits over the week-end at Palmdale.

W. K. Wilson, of the Store Department, will start his vacation the first of July with an extended one week leave of absence. He plans to motor through Washington and Oregon via all good fishing streams and lakes.

B. Bradfield of the Store Department, has returned from his circular trip to Canada and reports meeting an old conductor friend who inquired about his health and for why he had not ridden with him of late. However, he answered

his own question by explaining that he had not had that particular run for about eight months and that he would be seeing Ben again. Ben thought it useless to explain that he had been away for eleven years and it would be another eleven years before he would return.

Fair exchange is no robbery, says W. T. Reynolds as he left the restaurant with that new straw hat.

C. S. Walters, of the Store Department, has returned from his vacation and as far as we can find out he enjoyed the great outdoors.

Al Dellinger, Carpenter, is back with us again after being confined to his home some sixty days on account of a fractured arm. He pulled the old wing through safely and we are glad to have him back on the job.

Carpenter J. W. Gilliland is back on the job after being laid up with something that sounds like "Charlie's Horse".

Herman Furrer of "C" Inspection is just back from Kansas City and reports all is well with the windy city.

J. Sottile of "C" Inspection will do his part in the next election, having received his final citizenship papers.

Two boys in the Machine Shop, A. Lohr and P. Villabos, also report passing for their citizenship papers.

Two debonair painters were called to the Shops from the Divisions to help out during the rush—C. Gerrard and R. Hays.

Painter C. J. Schneider and J. A. Wilber will sojourn at Mono Lake and the vicinity of Bishop upon a granted leave of absence. Don't lose your gun Charlie.

Painter Ted Oglesby was granted a few days leave of absence to see his wife safely to the mountains where she will be under doctor's care. Mrs. Oglesby is suffering from a paralytic stroke and has been confined to bed for some time.

Painter J. Rizzo is back on the job after some weeks on the sick list.

The latest in prospective romances is W. W. Huskey, Machinist. A pretty girl who boards a car at the Shops every morning has been the recipient of his big smiles and poetic glances. It even went so far that Huskey took a day off and came down all dressed up in his best, only to discover that her husband occasionally drove her to work. Conclusion!

T. Ormston, of the Winding Room, is beginning to show some signs of life since his wife returned from her vacation spent at Chico, visiting her parents. You can draw your own conclusions but my guess is that Ted did not like his own cooking.

Janitor N. Costa of the Mill still answers on the sick list.

W. Mayo, from Division One, is helping out in the Truck Shop.

L. Lock is reported on the Truck Shop sick list.

Watchman E. Green also answers on the sick list.

* * *

Married

The Shops is nearly, or soon will be, 100 per cent "Marrieds" and it will be a long time before we can again send in anything that pertains to June brides.

Ralph Lester Sloan, as he is known in the Electrical records, has been spending most of his time getting prices on kitchenware, wedding rings, and all that goes

with an event of this kind. The lucky girl was Miss Vera Charlotte Seiler. Congratulations and best wishes from the Shops.

* * *

The old devotees of Shop sports called a meeting of the Lary Soccer team last month and elected S. J. Ormston as the Manager for the coming season. He will be assisted by W. T. Reynolds as Secretary and B. Bradfield as Treasurer. Much stress was put on the fact that there were not enough players at the Shops and plans to contact the Divisions, Garage and other Departments for players are being made. Any one interested please get in touch with those mentioned above.



Motor Coach Division

J. H. McCORNACK

The vacation season is in full swing. O. L. Lahman, G. L. Hoffman, A. J. Reich, R. M. Whitman and R. N. Kelly have each received a thirty day leave of absence. Lahman is going to Ohio, Hoffman's destination is unknown, Reich is visiting in Kansas, Whitman has gone to Minnesota and Kelly is visiting his folks at Denver, Colorado.

On two weeks leave are B. A. Rudd, B. L. Hartsell and L. L. Bandle. Rudd and Hartsell are driving to Vancouver. They intend to make Redding the first day. Bandle is taking a rest here in town.

C. O. Haggard is spending a week's vacation in Yosemite Valley and W. R. Strike is resting up for a week.

From the Green we have R. N. Penny on a thirty day vacation.

Al Brehm has heard about the Ocean Park Silver Trophy and is taking a whole week off to compete with his one fish.

Cash Receiver Pop Campbell is spending a month's vacation in the Ozark Mountains. His parting words were that he was going to bring back a catfish one yard long.

Our husky Relief Supervisor, V. Gardner Smith has a car his size. He turned in his Cadillac on a Willys 77 De Luxe Sea-dan.

Every time R. H. Frantz's wife goes away for a few days he gets lingerie back from the Lost and Found Department.

E. G. Berry was off five days with a broken finger received in a ball game. This accident is the cause of the Coach Division Club being in third place. The score was five to four in their favor when it happened. The Club expects to gain back part of its losses now that A. C. Davis has returned from his vacation.

W. H. Coker is back on East Ninth Street after his tour of the Middle West. Sugarfoot Barstow and S. A. Spohn have gone into the movie business.

After the secret conference we expect J. B. Kilgore to be a Supervisor within a couple of weeks.

T. R. Swisher has decided to work the next three months on Florence-Soto.

C. Butler is visiting the old home town of Portland, Oregon.

O. O. Obenshain is the relief supervisor during the vacation period.

* * *

Marriage

We could not pass up June without at least one marriage at the Motor Coach Division. H. A. Boling was the groom and Miss Doris Foons was the bride in a very pretty wedding ceremony which took place June 16th at the bride's home. Congratulations.

Mrs. Dema Anderson, Telephone Operator, has returned from her vacation which was spent making a study of Indian art on the Reservation near Needles.

Bob Lingford has a new set of knees—they are on a brand new Chevrolet sedan.

GARAGE

The excitement started June 5th, the day before the 12th Charity Sweepstakes Race, which was held at Epsom, England, when Mrs. Gilfillan received a cablegram stating that her husband's ticket had drawn a horse. This ticket was owned jointly by Harold Gilfillan and R. W. Taylor. They soon found out that their horse, Windsor Lad, was a fourth favorite and good for at least \$2600. But their blood pressure really rose when the phone rang and they were offered \$25,000 for their ticket. To keep them from getting hurt the Foreman sent them home and after much controversy they decided to take the offer but could not find the bidder. The next morning the excitement rose to new heights when another cablegram was received which stated that their horse had won the grand prize of \$153,000. They went home of their own accord. Both boys have asked for a vacation starting July 1st. Mrs. Taylor has decided that she wants a train ride so the Taylor family will probably visit their folks in the East. Harold thinks that he will try to satisfy his latent desire for catching mountain trout.

D. J. Sullivan bought a new Buick just to make Miss Emerson jealous.

B. Fairbanks and E. Graham of the Third Shift have been doing some fine fishing. Fairbanks catches the most because Graham's attention is quite often occupied by female attractions.

Marvin Davis of the Wash Rack felt bad and decided to go to the doctor. As long as he was going up town a number of the boys sent their checks with him to have cashed. The doctor immediately sent Marvin to the California Hospital, checks and all. He has undergone a successful operation for appendicitis.

Tom Jeffreys of the Second Shift is sporting a swell Auburn coupe. There's no chance to get that girl away from him now.

We are sorry to learn that Dean Ovard's wife fell, while playing ball at the beach, and broke her wrist.

John Sturm tried to tell us about his week end drive but no one would listen to him after taking a ride in that air-flow Chrysler. It did very well after they got it in high gear.

Our Watchman, Billy Welch, has a pet snake of a harmless variety which he keeps in his garden to catch the gophers. He decided to pick him up and see how

much he had grown but his pet made a peculiar whirring noise as he reached for him so he hauled him out with the garden rake and found that he had grown eight rattles and a button.

Our speedometer specialist, Red Crawford of the Second Shift, is having trouble at home explaining that sometimes Goon meetings are held in beer parlors.

That personality boy, Lee Bignall, can dish it out but can't take it. His doctor has prescribed more sleep and boxing gloves.

Foreman Floyd Nolf of the Second Shift is leaving July 1st, with his wife, for a fine vacation trip. He expects to go north by the Inland Route to Crater Lake, Klamouth Falls, Columbia River to Vancouver, and return via the Coast Route through the Redwoods. He wants to take Ray Anderson with him as he is afraid Ray's now Buick won't make the trip.

The expert fisherman of the 16th Street Garage brought us proof recently that he can really catch the big ones. Mr. and Mrs. Sullivan, Mr. and Mrs. Bergren and T. L. Sullivan made a big catch on a fishing expedition at Coronado Islands. They brought in twenty-five splendid yellowtail. E. R. of course, won the jackpot with a 25 pounder.

The Garage Division wishes to extend its sincerest sympathy to Eli S. Dick whose wife passed away on June 29th.



F. F. ROBEY

DIVISION ONE

Assistant Foreman G. A. Waggoner and family are enjoying their vacation seeing the sights of sunny California. G. A. is just getting so he can see good in daylight after so many years of night work.

By the time this goes to press Foreman Clay Heywood and family will be on their way to the World's Fair at Chicago. They are driving through.

Jack Ellis is back from Texas with flat feet. Oh no, just chiggers whatever they are.

There is some class to Division One now. New desk, new paper basket, new chairs, and a paint job in Foreman's office. Also new arrangement of clerk's desk in the Store Room, and a broad smile on Willard Moore's face.

L. A. McDonald spent his vacation fishing at Yosemite Park.

Bill Christmas is pinch hitting for Mr. Waggoner while he is on his vacation and "Bill" is doing a good job of it.

DIVISION TWO

Watchman Elmer Green has been absent the past two weeks on account of sickness, but we hear he is better and expected back soon. Good.

A. H. Hineman has been working in Mr. Green's place. As he is an old timer out of Division Two he can tell you some interesting things about this old place.

Have you noticed the smile on Wilbur Welch's face lately? He isn't getting younger but says he feels like a kid and can beat George Singer for a hundred yards any time. Ask him the secret of his rejuvenation, or perhaps Singer might tell you the same story.

J. L. Sherrill spends all his spare time on his ranch and says that some time he is going to be an Avocado King. But how about a sample Sherrill, just in case we might be one of the judges?

DIVISION THREE

Boyd Walters sojourned to Sequoia National Park for a few days.

Tom Hubbard has bought himself a Willys Knight in which to see the country.

M. J. Krakar has returned from his vacation all pepped up.

George Atkins was off a few days with a touch of neuritis but is feeling much better now.

The tracks in front of the Car House are being remodeled. You won't know the old place soon.

Jimmy Doovas has his day eyes now. After being on the Night Shift so long he is just seeing right again.

DIVISION FOUR

Edward Thomas, our first vacationist, enjoyed a week's stay at Catalina Island visiting the different points of interest.

One morning, in the rear of our Car House, it looked as though some one had pitched a tent, but on further investigation we found that underneath this canvas there was a nice new "Willys 77" sedan recently purchased by Emil McCurdy of Division Four.

Edward Gaston has returned to work after several weeks absence with an injured hand. We are glad to have you back on the job Ed.

E. Webb, G. Smith, J. Cambell, R. Scudder, C. Furrer, J. Bradley, O. Howard and B. Bremm chartered a boat for Saturday, June 16th, and ventured out on the open sea with poles, lines and reels carefully inspected for a day of fishing—well anyhow, they all admit it was a nice boat ride.

M. Johnston is at present on his vacation so we will have to wait until next issue for his story.

DIVISION FIVE

Anyone interested in growing dahlias see Jesse Tolin. He planted thirty of the finest you ever saw but on account of the unusual kind of weather, or depression, or something, only one came up. But the bloom on it measured ten inches across. Tolin says the secret of raising them is to use plenty of redwood fertilizer.

There are some mighty wild fish stories going the rounds over here. Seems as if Russel Litz starts them. Same old thing, "I forgot to take my camera along but it's a fact anyway." Oh Yeah?

F. E. Dudley, Sr. sure has been going places and doing things, "The Follies", the "Biltmore", "Rose Room", and the "Brown Derby". Then he gave a stag and smoker party. Sure his wife has gone to the country—back to Connecticut for two months.

Assistant Foreman Geo. P. McQualters is planning a trip back to jolly old England. His smokes are being furnished by Olon Dewberry as a result of the Max Baer fight.

Yes sir the mechanics, "believe it or not" won three more ball games, 12 to 1, 4 to 1, and 1 to 0. No wonder the Night Shift gets cold feet.



H. I. SCHAUBERT

Frank Bache, who underwent an operation some time ago, is recovering rapidly and hopes to return to work soon.

"Happy John" Teagarden had a tough break last month when health authorities sentenced his stock of several hundred parrakeets to death. John's only comment was, "Well, I have a darn fine aviary to show for the experience."

Charlie Plume has solved the problem of getting around in traffic. He has bought a new automobile that he can really go places in. He drives on the sidewalk and all the cops think it is some kid going by on a scooter.

At a recent entertainment Charlie Kincaid gave a very interesting talk on "Love Thy Neighbor", but the remarks made when he started for home and found his machine missing were of an entirely different character.

Harry Snider and his wife were badly shaken and bruised in an automobile accident in the northern part of the State a few weeks ago. He is a former trainman who worked on the derrick.

The sympathy of the Track Department is extended to Cal Simmons on the death of his mother, who passed away after many months of suffering.

Bill Fisher, Switch Repairer, showed up for work the other day with a very black eye and also a very novel excuse. He claims that a bee stung him.

The Vernon Yard Team won another ball game. If that happens again this season, Mike Finn will go broke.

The first complaint to be made against the use of the Weekly Pass has been registered by Axel Weberg. In his semi-annual cleaning of girder rail on the system, he and his men only recovered 292 tokens. As proof that car riders are becoming more thrifty and careful over 900 tokens were picked up in a single cleaning not so long ago.

"High Gear" Gravino has decided that from now on the normal pole spacing on Soto Street will look alright to him. The idea of making them look like a picket fence has lost its appeal. "Honey" Watkins and Ray Copper please note.

Les Sparks is vacationing again this year. His plans include the taking of limits of fish from every lake and stream between Huntington Park and Yosemite. He expects some help from his wife and son who will be allowed to chop wood, cook and wash dishes while Les does the fishing.