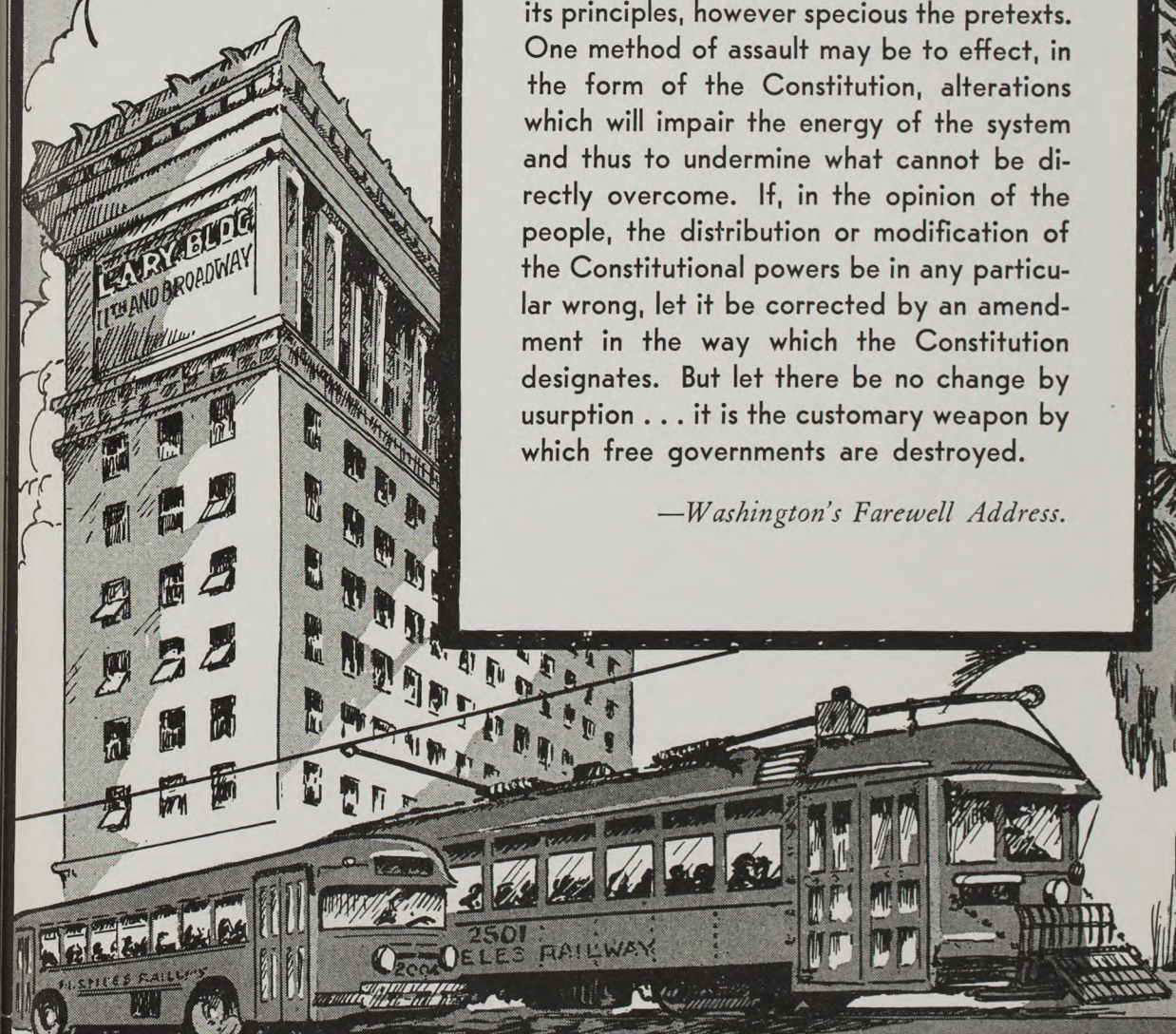


TWO BELLS



TOWARD the preservation of your government it is requisite that you resist with care the spirit of innovation upon its principles, however specious the pretexts. One method of assault may be to effect, in the form of the Constitution, alterations which will impair the energy of the system and thus to undermine what cannot be directly overcome. If, in the opinion of the people, the distribution or modification of the Constitutional powers be in any particular wrong, let it be corrected by an amendment in the way which the Constitution designates. But let there be no change by usurpation . . . it is the customary weapon by which free governments are destroyed.

—Washington's Farewell Address.





TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Fifteen

October, Nineteen Thirty-four

Number Ten

JANET C. McNEILL

Publicity Manager and Editor

Reinstruction

By JOHN C. COLLINS

Supt. Meter-Mileage Department

In the past few months three trainmen were discharged for failing to report accidents. These men were not responsible for the accidents and would not have been penalized had they made the necessary report but, by not making the report, a penalty was placed upon the Company which had to be paid.

This shows us that the penalty for not making out a protective report is more severe than being involved in the accident.

The man who follows the instructions he has received in correct operation will find that he has fewer accidents. Therefore, there will be less necessity for making these reports, or for the securing of witnesses. The common sense way of preventing accident claims is to prevent accidents.

Take the man who does not like to get discredits. If he observes the operating rules he won't get them. These rules are made for the purpose of guiding us toward right action. To keep within the law; to safeguard our passengers; to render service and to make the work easier. Rules are not open to debate on the part of a trainman.

If a man pays attention to the principles of correct operation rules are naturally observed; power is automatically saved; accidents are reduced; equipment failures are less likely to occur and there is less nervous strain on the operator.

Therefore, once more the Instructors are going over the system to re-instruct in correction operation and to make certain that each man receives and understands these instructions. As in the previous campaign, each man will be classified as to his proficiency in doing the work and as to the probability of his continuing to do it.

If these Instructors find a rule that works against the best interests of

street car operation they are to call it to our attention. They have already discovered at Division One that the men know how to start and how to handle the air to keep from spinning the wheels in starting and to avoid skidding in stopping. If these men continue to operate their cars as they do while the Instructors are with them, it will just be impossible to build up had discredit records.

A man who, for some reason, is unable to follow instructions, or who is not adapted for this kind of work, is naturally out of place on a street car.

In going over our records we find that it is the violation of about four or five rules that lowers a man's record and the Appeal Board feels that it has the same right to appeal to the men to observe these few important rules now while in the service as the men have to appeal to the Board for reinstatement after having been taken out of service.

Hills Take Long Trip

R. B. (Bob) Hill, Manager of Transportation, accompanied by Mrs. Hill, is taking a leisurely trip around South America. The voyage is entirely by water, although many stops are made at points of interest.

The Hills left San Pedro Harbor on September 17th on the Matson liner Malolo making the first stop at Balboa, Central America. The itinerary includes such interesting and historic places as Salaverry, Calloa and Lima, Peru; Valpraiso and Santiago, Chile; then through the Straits of Magellan up to Buenos Aires, Argentina; Montevideo, Uruguay; Sao Paula and Rio de Janeiro, Brazil; Caracas, Venezuela; Port of Spain on the Island of Trinidad, through the Canal and back home on November 10th.

When he gets back, Bob will have some wonderful and fascinating stories to tell of far-off lands and strange peoples.

One Month to Go In Courtesy and Safety Contest

By E. R. DYE

Operating Superintendent

With the third month of our Safety and Courtesy Contest completed we have just one more to go before the winners will be announced. While we had a few less accidents during the month of September, more men were displaced on account of having lost their safety or courtesy during the month, which of course was an indication that our platform men were responsible for more accidents during the past month than in previous months. The figures for the month of September are as follows:

Division	Number Displaced	Number Displaced More Than Once	Number of Men Participating
1	155	62	506
3	76	12	400
4	46	4	478
5	63	9	493
	340	87	1,877

It is encouraging to find that despite the fact that schools opened up in September, which put more vehicular traffic and pedestrians on the streets, we were still able to cut the total number of accidents quite a little, which shows it can be done. Now then, for the final month of our Safety and Courtesy Contest, let's see if we cannot make a real record both in the matter of reduction in accidents and also in the degree of responsibility charged to our trainmen.

Sympathy Extended

The many friends of our pleasant-voiced telephone operator, Mrs. Gladys P. Iiams, wish to extend their heartfelt sympathy to her upon the loss of her sister who passed away September 18th after a long illness.

A Busy Corner in the Main Office Building



Reading from left to right: Chief Dispatcher Jim Bodley, Dispatchers H. D. Ramer, H. S. Porter, C. E. Pelsue and C. H. Coxhead.

By J. A. BODLEY, *Chief Dispatcher*

We present herewith a picture of the recently remodeled Dispatchers' office. In our opinion, the rearrangement and added features have made it a model of perfection and achievement of engineering skill.

On entering the room, you notice the absence of street noises, a condition which formerly was so noticeable and distracting. The quiet effect is due to the new sound-proof material used in the ceiling. Then you notice all windows are tightly closed and yet the air is pure and sufficient. The answer to this is forced ventilation—and incidentally the ventilator used was designed by our Electrical Engineer and built in our own Shops. This permits a change of air about every two and one-half minutes.

Our dispatching boards have been raised twelve inches, permitting the men working there to stand at their work if they so prefer.

In the new scheme of things the eyes have been considered as well as the nerves. As the eyes are subjected to considerable strain, a special color scheme is used in finishing the walls, together with a lighting system which eliminates glare or shadow-casting.

These improvements are the result of the conscientious efforts of the

Management to relieve the nervous strain attendant upon the men engaged in this kind of activity and to promote efficiency.

The men you see here are those who answer "Dispatcher" when you have occasion to use one of the many directly connected Company 'phones scattered throughout the city. These men are specially trained in the handling of difficulties arising from irregularities in service. Some of them have spent half their lives in the service. It is their business to know the entire physical makeup of our system, both rail and coach, and be able to render intelligent decisions on a moment's notice. Their education requires years of experience, and to be a success they must have an active and alert brain and steady nerves. They all started their careers in platform service and therefore know the problems of the platform man and coach operator. They are at your service twenty-four hours a day, three hundred and sixty-five days a year. You can help them, in addition to helping yourself, by making complete reports of occurrences; the rules require you to report to the dispatcher. When you are doubtful of the proper action to take, call the dispatcher and place the responsibility upon him.



Our two popular telephone operators at the new automatic exchange board recently installed. Left, Mrs. Gladys P. Iiams and right, Mrs. Norma Pauley.

New Beverly Buses

Four new forty-one passenger buses were put into service on the Beverly Line on October 1st. These buses are semi-streamline with motor mounted in the rear and are equipped for treadle door operation. They are the very latest type of coach design and are the first of their type to go into regular passenger service on Beverly. They have improved ventilating system and the gear shift control is pneumatically operated.

Read'em and Weep

By S. A. Wood
Chief Claim Investigator

The following are extracts from reports, word for word, as written by trainmen:

1. "On approaching Mariposa Street I saw a Ford start across in front of me. Ford stopped because car going west, also approaching crossing. I sounded bell repeatedly and believed Ford would go on but it remained on track. I realized this too late to avoid collision."

Report also shows Ford stopped on track one hundred feet in front of car operating ten miles per hour.

(This motorman evidently thought he could stop his car by sounding his bell instead of using his brakes. Had to settle with two occupants of automobile who were injured).

* * *

2. "Had started car at Eighth and Hill. According to conductor, started quickly, causing lady to hit her arm on post in car."

(Another passenger case that had to be settled).

* * *

3. "I was southbound at 5th and Hill. After the passengers were loaded the signals were "red". When the signal changed I glanced in the mirror. The step was clear. I called for bells from conductor and was immediately answered. Traffic in front of me held me for about ten seconds. Traffic man waved me across. I gave one point, glanced back in mirror; saw woman and stopped. She was being helped up by my conductor. I must have mistaken bell from a nearby car, as coming from my conductor."

(Motorman disobeyed two rules of operation. First, he started his car first and looked in his mirror afterwards, and, second, when traffic held him up, he did not call for bells again before starting. His disobedience cost the Company plenty).

* * *

4. "Going west on Avenue 20. An auto was standing at Pasadena Avenue, waiting for signal. I failed to apply air in time to avoid hitting it. The car bumped auto forward about ten feet. A woman stopped in front of auto just as it moved forward and was knocked down, hurting her arm to some extent."

(Too bad we couldn't have stopped about five feet before we struck the automobile).

Square and Compass Doings

The monthly meeting of the Club, following the summer vacation, was held on Saturday, September 15, 1934 at the old stamping ground, namely Boos Bros. Coffee Shop, 319 West 5th Street. As usual the meeting and entertainment that followed was of the best. After the assembled brothers had satisfied their appetites with the very excellent Swiss steak and trimmings provided, an uncommon and entertaining feature program was well received. Following this the usual snappy business meeting took place during which some very important propositions were brought up and acted upon.

It was proposed that for the October meeting, each member attending arrange, if possible, to bring a Masonic Brother, therefore you are urged to follow out this suggestion and make the third Saturday in October one day to be remembered.

It was also decided to hold a ladies night before the close of the year to celebrate our tenth anniversary. The date decided upon was Saturday, November 24th, so hold that date open and notify your wives or sweethearts accordingly. Full details will be outlined in bulletin to members at a later date, but in the meantime reserve this date. This special night will be in addition to the November meeting, which will be held on the regular meeting night, November 17th—so do not get these dates confused.

COMPASS POINTS

For the benefit of wives we wish to state here that the September meeting adjourned at about 9:30 P. M.

Brother Chas. Hardy of the Garage, like Brother Herb "Don Pedro" Peterson, likes sea-food cocktails, the exact number consumed by these brothers not being available to the writer, who lost count.

Due to the warm evening the suggestion that coats be dispensed with was well received, thanks to President Bill Morgan.

Brothers Bean and Polchow were

5. "Car was stopped at Brooklyn and Mott to unload passengers. The motorman apparently let his air leak off just as a lady was about to get off. She had one foot on the bottom step and one foot on street. She was facing the rear and the car drifted ahead about a foot. She sat down in safety zone. I gave motorman three bells and he stopped the car right away."

(Just a case of carelessness).

apparently the guests of honor at the last dinner as they had a table reserved for two in a prominent location and received the special attention of four good looking waitresses. In appreciation these brothers felt called upon to make a special donation so they paid the sales tax on the dinner—amounting to two cents for the pair.

Clarence Fischer is another favorite with the girls as he was given a special service of iced tea. This was no doubt due to his close association with Cupid Andy Egan, the lady killer.

Speaking of Cupid, we have not heard where he was on September 15th.

George Prichard "Old Man River" was present and seemed to enjoy the proceedings, notwithstanding the fact that someone threatened to step on his out-of-season straw hat.

Brother W. E. Whiteside was much in evidence as his perennial green shirt was seen flitting here and there picking up all the stray cocktails, (sea-food).

The girls in the show seemed to lack the usual pep, upon investigation we found Elmer Wood was missing.

Our genial Brother Don Grant failed to show up. It is rumored that he is very busy at present stepping around a beautiful coed from U.C.L.A., his last appearance being at a dance held at the Civic Auditorium in Pasadena.

Our new member, Jack Baldwin, learns fast. He sat well in the rear until the show started and then lost no time in getting a front seat. Good work Jack, you're a man after my own heart.

Bill Taylor of the Auditor's office as usual put in an appearance, but what has happened to his buddy, Bert Reid?

We were pleased to note present a long lost member in the person of A. C. Hickey, Past Master Euclid Lodge No. 519, who promised to do better in the future.

Don't forget Ladies' Big Night—Saturday, November 24, 1934. NOT as Bill Morgan suggested Big Ladies' Night. The night will be big, not the ladies.

* * * Fraternaly,

JACK K. WILSON,
Director of Publicity.



Some of Those Who Buck the List at Division Three

By GEORGE E. FERGUSON, Supt. Division Three

Smilin' and happy, this bunch of extra men for the time being—at least while the photo man says "Smile, please and watch for the little birdie"—are in a jocular mood. Even Foreman Reid put on a smiling look in order to be accommodating. He contends that the title of the picture should be "A Lamb in a Bunch of Lions," but when they "shine" and get a tripper as a reward, he is known as a "so and so" and the title should read, "A Lion Amongst a Bunch of Lambs."

Introducing in the middle row, third man from the left, we find our high-up-in-the-air Operator, Conductor, or Motorman P. J. Bever and, at the extreme right end, same row, is none other than our corpulent and nonchalant Conductor D. S. Samuels. With their caps off it might be said that they are endeavoring to promote some brand of hair restorer—Samuels being the before and Bever the after effects. We hope it's true. Happy for the moment, Motorman C. H. Montgomery, second from left, center row, demonstrates what the well dressed trainman should wear on hot days, and it might have been good reading to have had a picture of the other extreme; that is, some are adorned for wet and cold weather performance, but this was overlooked. Every man present has been assured that if any merit is recognized by the film industry they will be given all the encouragement necessary by all of their friends and

well wishes.

Remember, dear reader, that this is only a sample of the fine and upstanding men who are at every Division, who take it on the chin and keep their heads up in their efforts to serve our patrons. Those present are: Top row, left to right: K. S. Stephens, A. T. Holland, R. S. Shaffer, R. S. Wildermuth, A. A. Storms and L. F. Dickerson. Center, same way: H. W. Travitz, C. H. Montgomery, P. J. Bever, H. D. Evans, M. F. Martin, D. S. Samuels.

Lower row, same way: H. C. Stubbe, L. C. Walden, O. W. Standifer, Foreman R. W. Reid, H. E. Truesdell, W. G. Schmidt, our star ball socker, and C. L. Gaul.

Personals

Ben Schupp, Purchasing Agent, spent his twenty-eighth anniversary with the Company in the East but congratulations and best wishes for another twenty-eight years with us are still in order. October 1, 1906 was the date Mr. Schupp became affiliated with the Company. He was back at his desk again on October 8th.

Mrs. Grace Freeman Pease, of the Treasury Department, spent her vacation taking short trips.

Mrs. Alice E. McKinley, of the Personnel Department, spent her vacation visiting her sister in San Francisco.

Division Four Man Wins Fine Praise

Mr. S. M. Haskins,
President, Los Angeles Railway.

Dear Mr. Haskins:

Yesterday I entered a car of your system at Fifth and Wall street, going west. The car was number 1382 in charge of John T. Little, conductor number 674, Sixth street line.

My attention was called to the fact that Mr. Little was calling out the car stops and between streets—convenience to strangers—in a most courteous manner. When the car approached Vermont he announced: change for cars, R, S. and V. This I have never heard any other conductor say and I constantly use this line, No. 3.

It seems to me that an ocean of good will could be rolled up for the benefit of your corporation if more conductors would follow the example of Conductor Little.

I also wish to say that I consider the Pass System now in use on your lines as the best form of transportation ever offered to Los Angeles street car patrons. I find it invaluable in my work.

With kind regards, believe me,
Faithfully yours,

FIELDING J. STILSON.

(Editor's Note—Mr. Stilson is on editorial staff of Los Angeles Evening Post).

Veterans

Vacations are now over and you can be sure to find some bit of interesting news in this column each month. Commander Jim Madigan has promised to make this season one of interest to everyone. He started out with an Initiation Ceremony October 6th, at which time several of the newly signed up members were put through. Several organizations were represented among the guests.

Saturday, October 27th at Patriotic Hall, 1816 South Figueroa is the date and place for our Fourth Annual Hallowe'en Ball. This is the opening dance of the season and is generally the best dance of the year so if you do not attend you will surely miss a swell time. There will be prizes for the best costumes and you can always depend on Sam Deane, Chairman of the Entertainment Committee, to dig up some novelty to help keep the ball rolling.

H. F. NELSON, *Adjutant.*

V. F. W.

Southwest Post No. 2828, Veterans of Foreign Wars and Auxiliary will be represented at the National Convention in Louisville, Kentucky by Comrade and Mrs. E. M. Cavanaugh. Mr. Cavanaugh is Foreman in the Maintenance and Ways Department of the Los Angeles Railway.

Nomination of officers for the coming year was held September 19th and the election on October 3rd—too late for announcement in this issue of Two Bells. The officers chosen will be announced next month.

From all appearances at the nomination the Los Angeles Railway Veterans will be well represented in the lineup.

Our next dance will be held at our hall at 8463½ South Vermont Avenue on Saturday night, October 27th.

If you have never been to any of our dances come out to this one and see what you have missed.

R. R. McFALL,
Senior Vice-Commander.

Track Work

The Track Department reports the following activities:

Renewal of crossing, special work and curves from east to south at Jefferson Street and Grand Avenue.

Renewal of single track turnout on Broadway just north of Fifth Street.

Renewal of north-west unit of crossing at Seventh and Broadway.

Extensive track repair work on Monte Vista Street between Avenue 50 and Avenue 55.

Vets Auxiliary

In the last issue of Two Bells it was announced that a change had been made in our meeting night. We regret to announce that we were unable to secure a hall for a Friday night therefore, for the balance of the year we will continue to hold our regular business meetings on the third Wednesday of each month.

We held joint initiation ceremonies with the Veterans Club on October 6th, at which time we took through a class of twelve candidates. Our family is growing rapidly. Sorry that this edition of the news will not give to you full details of our party, so don't miss the November issue.

Another announcement of importance to all members is, that at our December meeting we will nominate and elect our officers for 1935 and they will be installed in January.

Due to there being so many social affairs on the calendar for the month of October, we decided to drop our plans for a party this month and instead will hold our regular business session on Wednesday evening, the 17th at 8:00 P. M. in Harding Hall. Every member try to be present at this meeting.

ESTHER L. WILLIAMS, *Secretary.*

Royal Arch Masons Confer Degrees

On Saturday, September 29th, Masonic honors were conferred on the largest class initiated into any chapter of Royal Arch Masons in America this year. Masonic Temple at Pico and Figueroa Streets was packed for the occasion.

In the class of twenty-six candidates who were conducted into Signet Chapter, R.A.M., were four employees of the Los Angeles Railway who are members of our own Square and Compass Club. These were William M. Morgan, Herbert H. Peterson, Walter E. Whiteside and John K. Wilson.

Grand Chapter officers of California, headed by Grand High Priest Arthur M. Abbott, conducted the impressive ritual. This is the first time since 1925 that Grand Chapter officers of California have conferred this degree.

After the ritual there were demonstrations by the Royal Mounted Police Drill Team and music was furnished by the Scotch Kiltie Band.

Harold Lloyd and his father, James Darsie Lloyd, were also in this class. Harold Lloyd flew here from New York, arriving in the afternoon in time to take the degree at night.

Boy Scouts

Scout Troop 45 went on an overnight hike on September 22nd and 23rd. They left Division One about one o'clock for Santa Ana Canyon and at three o'clock they arrived at Sycamore Camp. The rest of the afternoon was spent making camp. Supper was served about six o'clock and after the dishes were done the Scouts played some games and sat around the camp fire.

The boys went to bed happy but got up the next morning rather forlorn. During the night it had rained rather heavily and breakfast was cooked during the rain. It soon cleared up and a very rough game of football was played and then a bridge was built across the river. This was finished about one-thirty when dinner was served. Camp was then cleaned up and the boys left for home, arriving at five o'clock tired but happy.

The South Park Chapter of the Masonic Lodge invited the boys to attend their Father and Son Night on September 26th. The sons of the Masons were introduced and then Mr. Dyson's "sons" were presented. The entertainment opened with music followed by a group of tumblers from the Fremont High School. The Scouts followed with demonstrations of first aid, signalling and knots. Then came the main part of the program—ice cream and cookies which were enjoyed by all. However, on the way to get the refreshments the boys were nearly trampled to death by the Troop Committee and the Masons!

We are again calling for new members. So if any of you trainmen have sons or friends of twelve years of age, or older, we will be glad to see them at the church at Ninth and Hope Streets on Friday nights.

BOB BOWER, *Publicity Manager.*

How Come, Bert?

We never would have believed that our Vernon Yard Scribe was a "Red" had we not caught him at First and Broadway the other day waving a very vividly red flag. How come, Bert? Anyway First Street will have fewer bumps when they get the paving all repaired.

The Congressman's sister was accustomed to keep an eye on him while at home. On this occasion she called him up at Washington by long distance.

"What have you been doing?" she demanded.

"What do you mean?"

"Don't try to fool me. I read the papers. Yesterday they said the Speaker didn't recognize you."

Bull's-eyes and Misses

There is very little news this month about the activities of our Rifle Club. Just a regular weekly practice of the individual members and not as a team. With the summer vacation period over we should have an increased interest in shooting and some matches with other teams. We have received an invitation from the Burbank Rifle Club to visit their range which is well worth while as they have just about everything needed in a range to make it perfect; 25 and 50 yard pistol ranges; 100, 150, 200 and 300 yard small bore rifle ranges and large bore ranges from 300 yard to 1000 yard.

Two of the Government issue rifles have arrived and on our next meeting night we will have some important business to transact. Our next regular meeting is to be held Thursday, October 11th at 8:00 P. M. in Room 309 of the Main Office Building. Be sure to attend.

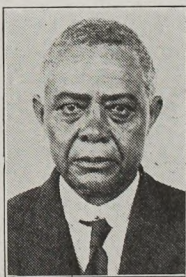
There are several petitions being circulated in California by sincere and well meaning persons which will demand that the next State Legislature pass a law against guns. These proposed bills are called Crime Prevention Bills and will make it a felony for any citizen to own a gun that can be concealed and carries a penalty of one year in jail. There is no provision to compensate the gun owners for guns to be confiscated.

More news next month.

LESLIE F. SPARKS, *Secretary.*

In South Sea Movie

William Wells, Special Messenger for the Treasury Department, will appear as Chief of a tribe of South Sea Islanders in a picture soon to be released by R.K.O. entitled "The Sea Girl."



William speaks several native words in the picture, the South Sea Island scenes of which were taken at the Isthmus at Santa Catalina Island.

The leading lady in the film is Steffi Duna and the leading man Regis Tooney.

William celebrated his forty-third anniversary with the Company on March 16, 1934 and has served under five Presidents of the Company: General M. H. Sherman, E. P. Cark, H. E. Huntington, George J. Kuhrts and Samuel M. Haskins.

Foremen Meet

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Equipment Departments was held on September 8th.

The meeting was called to order by the Superintendent of Equipment, Mr. Jordan, who turned it over to the Stores Department with W. T. Reynolds in charge in the absence of General Storekeeper J. B. Buchanan.

Mr. Reynolds called upon Howard Beebe, Chief Clerk in the South Park Stores Office, who responded with an instructive talk illustrated by chart, on the arrival and distribution of material at the Stores Department, together with the stationery forms necessary in making distribution of the same.

Mr. Reynolds explained the details now in use by the Stores Department in following up the shortages of material ordered by the different Divisions. He then gave us a very interesting talk on "contracts"—their uses and abuses, illustrating the five elementary points necessary in order to make a contract.

Mr. Jordan expressed the thanks of all present to Mr. Reynolds and Mr. Beebe for the able manner in which they had handled their meeting.

With thanks from the Chair to F. F. Robey for the beautiful flowers brought to the meeting, and compliments to the Garage for the record they had made in increasing the Equipment Failure Mileage, also the recent decrease in the Equipment Failures at the Divisions, the meeting was adjourned with the announcement that the subject for the next meeting would be announced later.

J. E. STEENROD, *Secretary.*

Hey! Basketeers

Everyone interested in basketball, come out and sign up for practice Monday night at 451 North Hill Street, where the boys practice every Monday night from 7:00 to 8:00 o'clock P. M.

Hurry and come out if you are interested, as the team is now forming, and to get in on the ground floor, you'd better be there at the start. If you do not know that you are a basketball star, but are interested in other sports, come out and give it a try! You may have hidden talents that you never dreamed of.

We had a good season last year, let's see if we can't make it bigger and better this year. Be prompt at practice and have a try at it!

Yours for a good season,
Lary Athletic Association.

BILL BRAMBLETT,
Capt. Basketball Team.

Dental Service

On March 1, 1934, a bulletin was issued in regard to dental service and how to obtain it. A check has just been made covering a period of six months to ascertain approximately what percentage of our employes are availing themselves of this service. The percentage is surprisingly low, as we find that over our entire system there has been only 6½% of our employes who have availed themselves of the dental service.

I feel that I am justified in advising the employes that EXAMINATION and CLEANING of the teeth, and X-RAY when necessary, are done without cost to members of the Employees Benefit Fund Plans, and if dental work is indicated after the cleaning and examination, the employe is under no obligation to have the work done by the panel dental office, but has the privilege of going to any dentist of his own choice. However, arrangements can be made at the panel dental office to make payments for any dental work over a period of time. No doubt a great many of our employes have their own personal dentists and prefer to go direct to them, which of course is their privilege.

I am sure that if the employes could go through the medical records in this office and see the number of disabilities which are attributed to neglect of the teeth, they would, under no circumstances, neglect theirs, but would follow the advice of our friends Amos and Andy, and see the dentist twice a year. Clean teeth are an important part of your health and personal appearance.

R. A. PIERSON,
Superintendent of Personnel.

Bowlers

By J. H. McCORNACK

Captain Ed Fleming says that the waist lines are going down and the averages are going up in the Broadway League. Three clubs tied for second place this month in the series and our own Lary Club was one of them. Our Club lost 4 points due to the absence of Iron Man Oliver and picked up three without his assistance in a game in which they had to give an 85 pin spot. The averages are fluctuating yet but from now on our men will be doing some consistent bowling.

Driver O'Flanagan (to his horse which refuses to get up after falling): "Well of all the lazy spalpeens. Get up or I'll drive right over yez."

Our Sick List Folks

By R. A. PIERSON

Superintendent of Personnel

During the month of September there were 20 employes confined to the California Hospital, which represents 162 hospital days. The cost of the hospital service was \$853.00.

W. J. Ballard, Coach Operator, who was operated on recently at the California Hospital for appendicitis, is getting along fine and will be back with us soon.

J. W. Duncan, Conductor, Division One made a call at this office a few days ago and seems to be much better at the present time. We hope that he may continue to improve in the future as he has in the last few weeks.

C. F. Eastman, Conductor, Division One, is improving slowly, although he does not feel ready for a foot race yet.

M. B. Stewart, Conductor, Division One, was confined to the California Hospital recently. Latest reports state he is improving.

Sorry to report that M. S. Thomas, Conductor, Division One, is on the sick list; however, he seems to be improving and hopes to be around again soon.

Mrs. Louise Ashley, Stenographer, Claim Department, is at home after spending a few days at the California Hospital. We sincerely hope she will have a speedy recovery.

W. C. Brown, Assistant Superintendent of Car Equipment, we understand is able to do some fishing. If all the big ones don't get away, remember we like fish.

G. E. O'Bar, Conductor, Division One, who received a very painful injury on August 12th, is improving and hopes to be able to resume duty soon.

V. L. Myers, Motorman, Division Five, was injured on September 10th and at this time is still in the hospital; however, he is getting along nicely and hopes to be out soon.

Latest reports are that A. B. Merrihew, Superintendent of the Building, has returned home after spending a few days at the beach and we hope to have him back with us in a short time.

W. E. Darby, Clerk in the Claim Department, has been confined to his home on account of the flu. He decided that he was able to resume duty. However, it was necessary for him to spend two more days in bed. The latest reports are that he has improved.

Roy Chase, Conductor, Division Four, who sustained a broken leg last July, is able to get around some with the aid of crutches.

J. J. Olexo, Conductor, Division Three, who is on the sick list, is doing nicely and expects to be back on the job before long.

G. L. Riggs, Clerk at Sixteenth

Street, has been off since August 28th on account of a broken arm. He made a call at this office a few days ago, and states he is feeling fine and hopes to be back as soon as possible.

K. H. McDonald, Car Cleaner at Division Three, is nursing a broken jaw. He is doing very nicely.

A. J. Lange, Motorman, Division Four, is on the sick list and tried to convince us that he was about ready to cash in. However, he overlooked our good medical service, and I am sure that he will be feeling fine in the near future.

Miss Ethel Layton, Information Clerk, is compelled to take some time off on account of illness.

H. S. Haag, Motorman, Division One, has been on the sick list for some time and, while he seems to be improving, he is not making the progress that he would like to make. However, we hope for a speedy recovery from now on.

L. A. Lock, Car Repairer, who has been on the sick list, is now convalescing in Sierra Madre Canyon. He was in to see us a few days ago, and we feel sure that he will soon be back with us again.

George E. Campbell, Chief Draftsman, Engineering Department, has not been feeling up to standard for the past few weeks, and at the present time is spending a few days at the California Hospital. We sincerely hope that he will be back on the job soon.

G. H. Burrough, Coach Operator, who has been off since August 3rd on account of illness, is feeling much better and hopes to be back very soon.

V. R. L. Brown, Conductor, Division One, made a call at this office a few days ago, and we were very much surprised to see the wonderful improvement he has made in the last few weeks. If he continues to improve it will not be long before we will see him back on the cars.

T. L. Standish, Repairman, who has been sick since August, is able to be up and around and is feeling much better.

F. R. Baldwin, Conductor, Division Four, has had quite a siege, and has spent quite some time at the California Hospital, but is back home now. While he was a very sick man, we are happy to be able to report that he is much better.

E. Sullivan, Conductor, Division Five, who has been off for a number of weeks on account of a severed tendon, is slowly improving. However, we find that repairs of this kind are much slower than broken bones.

L. Burnett, Motorman, Division One,

left the hospital recently and is now recuperating at his home. The latest reports are that he is improving.

E. L. Smith, Conductor, Division Four, advises us that he is feeling much better and hopes to be back on the job soon.

S. Campbell, Garage man at Sixteenth Street, who was seriously injured recently in an automobile accident, is now able to be up and around. No doubt he will be able to resume duty in the near future.

Statistics tell us that more wages are lost on account of accidental injuries than through lack of work, and also that over 30,000,000 people are disabled by sickness or accidents yearly in the United States. When statistics tell us that there are over 1800 different kinds of disease, is it any wonder that some of them get us? The only protection that we have is our Medical Department, and this should make us all want to congratulate ourselves to think that we are protected by insurance.

Regret to report the death of three employes during the month of September, and the death of the wives of two of our employes. The three employes who died were covered by the group life insurance and the employes whose wives died were members of the Wives' Death Benefit Fund.

During the month of September there were 87 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Traveler

J. J. Griffin, retired employe, just returned from a visit to his sister, Mrs. Maloney, and her husband, in Cincinnati, Ohio. Both are over eighty years of age, and he hasn't seen them for eight years. He also visited friends of Walter Hancock's in Covington, Kentucky.

Mr. Griffin is quite a traveller as he has made nine trips back East since starting to work for the Railway in 1889, one trip extending to Ireland.

Honor Roll Association

It is expected that the amendment of the By-Laws of the Honor Roll Employes Association will be carried at the next meeting on Tuesday, November 20th.

The meetings of October 2nd and October 3rd will be history. The reports will be made in the November Two Bells.

On September 27th many of the Honor Roll Employes spent the day at the polls advocating the passage of City Charter Amendments 2-A and 3-A.

GEORGE A. PRICHARD, *Secretary*.

LARY LAFFS

The Irishman had been having a great argument and meant to finish off his opponent once and for all.

"The sooner I never see your face again," he said, "the better it will be for both of us when we meet."

You will agree with us: It seems as though this year the usual unusual weather has been more unusual than usual.

Doctor: "If your nerves are frayed, the thing to do is to bury yourself in your work."

Patient: "What! And me a concrete mixer!"

A fellow has to be a contortionist to get by these days. First he has to keep his back to the wall and his ear to the ground. Then he must put his shoulder to the wheel, his nose to the grindstone, keep a level head and have both feet on the ground.

None preaches better than the ant and it says nothing.

Apache Legend

When an Apache Indian prepares for a long journey he prays to the Spider. Legend has it that the first Apache sought to reach the Sun, but the trip proved long and difficult. Arrived one evening at the nest of a desert Spider, the Indian was invited by the insect to come into his home for food and rest.

Without hesitation the Apache stepped toward the Spider's den. Once inside, the Spider showered him with hospitality and commended him for his courtesy.

"All others," said the Spider, "have passed me by and scoffed at my invitation to stop over with me. They ridiculed my small and humble home, but you were courteous and kind."

As a reward, the Spider spun a web from the Earth to the Sun, tightened the web by drawing the Earth and Sun together, shortened the Apache's journey. Thus the Apache relies upon the aid of the Spider to shorten distances for him.

For Sale

21 Jewel Illinois watch, 16 size. Beautiful white gold engraved case. \$20.00 on time or \$18.00 cash. A perfect timekeeper. See Conductor I. J. Kramer, Division Three.

* * *

Thoroughbred buck rabbit, cheap. Conductor R. C. Timmons, Division Three.

* * *

A beautiful seven tube Grebe radio. Price \$10.00. E. D. Coughenour, Division Four. Home address: 442 East 47th Street.

A Few LARY Juniors



Group at left: The Scott boys. Motorman Lillard Scott of Division Four is the proud father of these three handsome young gentlemen. The boy on the left is James. James is fifteen years old and Herbert (on the right) is twelve. Little Earl (seated) is ten. A mighty nice little family.

Center: Here we present a part of the Barton Ranch Gang, whom most of you have heard over the radio, and those of you who attended the Los Angeles Railway Veterans' Club picnic at Sycamore Grove know just what a treat they are. Erwin Haynie, age 14 years, Mirl Wildir, 8 years, (better known as "Dynamite"), Marvin Haynie, 5 years (also called "T. N. T.") and Dorothy Haynie, age 11 years.

The three Haynie children are the offspring of Conductor Orville Haynie of Division Five, who, needless to say, is mighty proud of them.

At right: It's the Manning children, folks. From left to right you'll observe Jimmie, 10, Betty Marie, 12, and Robert 14. Can you beat that for an ideal family? Conductor R. H. Manning of Division Four is the father. Incidentally these children and their parents are musically inclined. Jimmie plays a mean banjo, Betty is a talented pianist and Robert is strong for the violin. Mrs. Manning is a gifted guitarist and Daddy Manning holds down the saxophone section in a creditable manner.

Journey's End

Frank Percy McMurphy, on the Special Roll, passed away September 6, 1934. He was born in Springfield, Illinois and was employed by this Company as a motorman at Division Two on July 11, 1907 and later transferred to Division Five. He was placed on the Special Roll on November 10, 1931. He was a member of M. W. O. A. No. 9262 of Los Angeles. Mr. McMurphy is survived by two sons and three daughters.

* * *

Oscar Howell Bennett, Carpenter Helper in the Way and Structures Department, died September 11th. A native of Lockney, Texas he was employed by this Company as a carpenter helper in the Way and Structures Department on September 11, 1931. Mr. Bennett is survived by his wife and two small children.

* * *

James Reuben Gibbs, Motorman at Division Four, passed away September 13th. He was born in Brigham City, Utah and was employed as a motorman at Division Two by this company on August 23, 1927. He was transferred to Division Four July 10, 1932. Mr. Gibbs was the manager and captain of the 1934 Division Four Baseball Team. Mr. Gibbs is survived by his wife and two small children.

Notice to Employees

The wife of J. G. Newell, Conductor at Division Four, died September 5, 1934. Mr. Newell was paid \$523.25 under Wives' Death Benefit Fund Assessment No. P-73. Deduction was made on payroll ending September 15, 1934.

* * *

The wife of Carl L. Ingraham, Watchman in the Line Department, died September 23, 1934. Mr. Ingraham was paid \$528.75 under Wives' Death Benefit Fund Assessment No. P-74. Deduction was made on payroll ending September 30, 1934.

R. A. PIERSON,

Superintendent of Personnel.

Appreciations

Letters of appreciation and thanks for friendly sympathy and for floral offerings extended to them during the illness and the loss of their loved ones have been received from J. G. Newell; the family of F. P. McMurphy; Elva Gibbs and family; and Carl L. Ingraham and family.

Nothing great was ever achieved without enthusiasm.—Emerson.

Kindness to the afflicted is the soul of courtesy.



BIRTHS

Elmer Owens, Foreman of the Third Shift of the Virgil and Santa Monica Coach Mechanical Department, is the proud father of a seven and one-half pound baby girl. Mrs. Owens and the baby are doing very well.

* * *

Conductor H. I. Pitford, of Division One, is jubilant over a Blessed Event that occurred at his home on August 28th. It is a boy and his name is Harry Allen Pitford.

* * *

Norman Lane, of the 16th Street Garage, put out a fine box of cigars with a notation to the effect that Virginia Lee had arrived at his home September 13th. She weighs seven and one-quarter pounds. We are anxious to see this cute little red-haired girl. Congratulations and many thanks for the smokes.

* * *

As we must have our smokes at the 16th Street Garage, Les Harrier brought us in a fine box September 10th. He is the proud father of a fine baby girl. She has been named Donna Clara and is doing fine. Congratulations and thanks for the smokes.

* * *

R. C. Tagnéy, of the Motor Coach Division, reports that he has a fine boy at his home. Robert George arrived September 19th and weighed six pounds and thirteen ounces. Mother and son are doing fine. Congratulations.

* * *

Conductor J. E. Alley of Division Four proudly announces the arrival of a handsome baby girl at his home on August 21st. The little lady weighed six pounds, five and one-half ounces and has been named Barbara Lucille. Congratulations and best wishes, mother and daddy.

* * *

Beverly Ann arrived at the home of Howard Jones, of the Electrical Division, Substations Department, on September 10th and was he tickled? Congratulations Howard.

* * *

It's a girl at the home of Conductor O. D. Clements, of Division Five. Her name is Waver Maurice Clements, and she arrived on Sunday, September 9th. Mother and baby are doing fine and daddy's working every day.

* * *

Conductor Dave Buzzell, of Division Five, announces the arrival of a baby boy, weighing seven and one-half pounds, on Saturday, September 22, 1934. Little Marshall Carlin Buzzell and mother are fine and dandy, and of course papa is buzzing around just the same as ever.



Yes! We Have Bananas

This bunch of 123 mature bananas was taken from one of the trees at the South Park Shops. One or more of the trees produce fruit each year, but this is the largest bunch grown so far.

The fruit is eatable, but does not

possess as delicate a flavor as the bananas grown in warmer climates.

It requires about two summers for the fruit to mature which fact makes it inadvisable for the Company to enter into the extensive production of bananas for some time to come.

Poisonality Items

Anyone interested in growing hair might apply to Frank Shull, of the Engineering Department. A demonstration will be available to anyone interested about 3:00 o'clock each afternoon. What is the name of that hair restorer, Frank?

It is rumored that recently F. W. Mellentin tried to drown the employees of the Engineering Department who occupy Room 820. Whether he deliberately threw that five gallon bottle of drinking water at the floor or not remains a mystery. But what a mess!



H. N. COLE

While taking in the sights at the circus Motorman F. C. Shafer had his pocket picked. He lost his pass and a sum of money. He later recovered his pass, but he will have to get along without his money.

Conductor R. H. Rogers is convinced that it pays to advertise. He hung a pad of passes on his fare box to remind the passengers of his business. He turned his back for a moment and his passes were gone, not sold but stolen. That night he turned in nine dollars and fifty cents for passes. A good days business but not very profitable.

Jack and John, the two Williams boys, compose the crew on an "S" run. They seem to get along just like two brothers, but they are not.

Conductor R. W. Brigham took two weeks off for deer hunting. He returned with no deer, but Conductor Ed Urban says he is passing the "Buck" just the same.

For years and years Motorman P. K. Huffer worked a night run, and at the last shake-up he chose an early day run for a change. But it soon became monotonous, this getting up so early, so at the first opportunity he bid in a nice Sunday off, late night run on the "U" Line, and now he is happy again.

* * *

Married

When Motorman J. D. Pugh was married on September 9th, he took eleven days off with the intention of taking a short honeymoon trip but, according to his friend, Motorman A. J. Rosenstein, he ate so much turkey at the wedding supper, that he thought it best to post-

pone the trip indefinitely. So he is back on the "U" owl and is happy.

* * *

Motorman E. R. Rath, Manager of the Division One Baseball Team, wishes to thank the boys of the Division who contributed so liberally in the matter of uniforms and other equipment. Everything is now paid for, and there is nothing to do but patiently wait until the next season opens.

Conductor R. I. Tobin, after a prolonged illness, returned to work but could stand it only for a few days, when he had to go back on sick report. He is improving but still too weak to work.

Motorman L. Burnett is home from the hospital and is reported as improving rapidly. We hope to see him back on the job soon.

Motorman T. K. Batson has returned to his duties after being confined to his home for several weeks nursing a case of illness.

On September 1st Motorman J. C. Deshler left on a twenty-eight day trip to Indiana and Texas, where he will visit relatives.

Motorman A. L. Goodrich is away on a sixty day leave of absence. He will visit in several different states, including Utah and Oregon.

Motorman S. L. Rowley is traveling north to Seattle and Yellowstone Park. He will be away for a month. Motorman L. Liff is keeping him company while on the trip.

Motorman J. A. Wigren spent a few days at Catalina and rested up for the remainder of his two weeks vacation.

Conductor R. W. Stevens felt like a

good rest would be just the thing, so he took a month off for that purpose.

During the month Conductor A. A. Phillips spent two weeks at Sequoia National Park. He reported as having had a good time.

Business called Motorman J. W. McCullough to Oklahoma. He will be away fifteen days.

Conductor D. E. Berri spent twenty days on a hunting trip in the High Sierras. No report as to his luck.

During those hot days, Motorman C. Youngberg decided that the beach would be an ideal place to cool off, so he spent seven days there.

Motorman G. C. Grayson contributed his part by letting the extra men work his run for two weeks, while he drove around in his Dodge.

Motorman G. M. Katzenberger took a leave of absence for fifteen days. A few days were spent in San Diego and the remainder of his time was spent at home resting up.

Motorman R. Montgomery was called to Oregon on account of the illness of his father. He was off twenty days.

Motorman D. D. Cellers took a week off during the hot spell. Who could blame him?

Motorman E. O. McKinney is back from a trip to Goodyear Bar, California. He was away one month and was much benefited by the trip.

Motorman B. C. Byrd took a short but sweet vacation during the month. He played truant for a week.

Safety Operator A. O. Swoboda was allowed to take two weeks off to take a trip to Bishop.

* * *

Weddings

Wedding bells rang overtime since the last issue of this paper.

Conductor H. B. Pixler and Miss Thelma Simmons were married on September 11th.

* * *

Motorman J. D. Pugh and Miss Reta Daniels, with minds running in the same channel, were happily married on September 9th.

* * *

Conductor W. L. J. Vogel led a happy bride to the altar on August 28th. Was unable to secure her full name, but it is sufficient to say her present name in full, is Mrs. Marie Hazel Vogel.

* * *

Motorman E. R. Rath has returned to his duties after being confined to his home for several weeks. He sustained a sprained back while working around his home.



Division Three

L. VOLNER

The Division Three Baseball Club is glad to have Carl Morris and Captain Meek back with them after their vacations. They were missed while gone.

Fellows, we have just as good a ball team as any company, factory or store in the city and all you boys who are off duty on Sunday are missing something

when you don't attend our games. We always have a notice on the Bulletin Board stating with what team we are going to play, and giving the place and time. We were proud to have Mr. Ferguson and son in our audience on Sunday, September 23rd. We are playing some of the best in the city, and believe me we are holding our own. I don't believe our battery consisting of Woodward, Wankier, McCarter and Leckey can be beat. Another who we can brag on is our umpire who certainly knows baseball and is one hundred per cent honest. He is none other than our good friend Barkley.

The past month, due to keener competition, with the outcome of the game in doubt until the last man was out, our audiences remained with us to the finish, and have gone away satisfied that they had witnessed a real exhibition of the national pastime.

We are creating a loyal following that insures the huge success of our next years' League season at Vernon Yards. Come out and help us build for the future.

For the information of those who haven't followed our recent games, the present line-up is as follows: Woodward and N. Wankier, Pitchers; McCarter and Leckey, Catchers; Morris, Meeks, McIver, Stump, Gardner, Infielders; Triboulet, Schmidt, Evans, L. Wankier, Outfielders.

The one sad incident in an otherwise successful season was the misfortune that befell our star left fielder, Triboulet. After cracking out a nice hit, he fell as he rounded first base in such a manner as to fracture his right arm. This accident was regretted very much and we hope to soon have Mr. Triboulet with us again.

B. E. JOHNSON, *Manager*

The accompanying photograph is that of Phyllis Croughan, daughter of Mr. and Mrs. E. C. Croughan, Division Three.



Mr. Croughan and his family spent their vacation this year visiting Sequoia and General Grant National Parks. They report a very enjoyable time, although E. C. says that he was not feeling the best in the world when he was in close proximity to the bears at feeding time in Sequoia Park. He says that next year he is going to take a special course of training in foot racing before he makes another visit to the mountain wilderness in order that he may not be handicapped when it comes his turn to make a getaway.

Who said Daniel Boone, Kit Carson, Diamond Dick, Buffalo Bill, or what have

you, as to that be-whiskered motorman on the "W" Line? Don't you know boys, that is our old friend B. F. Taylor, better known as Charlie?

After being out all night on his run, the "W" owl, and feeling rather sleepy, Conductor L. E. Thompson mustered up enough grit to go down to get his driver's license renewed. After making the trip to that office, he was told he still had one year to go.



Agnes Bernice Seward, age 23 months, daughter of Motorman H. F. Seward of Division Three.

Motorman J. T. Edmiston has returned from a trip to his old home in Northwest Arkansas. Mr. Edmiston said conditions looked better in that section than on any other portion of his journey.

Having spent several vacations in Southwest Missouri, Motorman Ray Gholson has gone to that section again. Some of the boys say they think he has gone after a cook.

On account of Labor Day on the first Monday of September, Conductor J. M. Wilson got mixed in his days and the following Wednesday at about four-thirty a. m. called for his run. The clerk said, "Didn't you ask off to-day? Your run is assigned to someone else." Mr. Wilson said, "No, I don't want off today." After some talking, Wilson began to smell a mouse and asked, "What day is this?" When informed it was Wednesday, he said, "Yes, this is my regular day off."

Motorman John Ott and wife have returned from a months visit with friends in Missouri. They both report an excellent time. This was the first visit back to the old home for about thirty years, and John says all their time was taken up in renewing old acquaintances. He says conditions in that part of the country are exceedingly bad on account of the drought, but that this was broken just before he left, and the farmers are in hopes that next year's crops will be bumper crops.

While on his vacation Superintendent Ferguson, accompanied by his wife and son, visited for several days with Mr. and Mrs. Chas. Munger and family at Tulare, California. Many of the old timers will remember Mr. Munger as having been a conductor at Division Two at the time it was opened in 1904, and no doubt will be pleased to learn that he is doing well as an employe of the State Horticultural Department. Under the guidance of Mr. Munger and family, a one day visit was made to Sequoia National Park, which was greatly enjoyed by all. This place is a veritable paradise, and anyone wishing to spend a week-end, seeing the wonders of this popular resort, would do well to make this trip. It is needless to say that most of the time spent as guests of this family was devoted to recounting

experiences of the early days of the street car game of the Los Angeles Railway.

Conductor D. D. Smith and Motorman H. A. Sharp presented every friend they could find with a life-sized yellowtail on the 25th of last month. This was the result of a fishing trip in the waters off San Diego.

Motorman G. H. Bedbury and family spent an enjoyable vacation visiting north coast-line resorts.

The various points of interest near Los Angeles were visited by Motorman G. H. Wright and family during his vacation.

Motorman J. D. Messick has as a guest his sister from Oregon, and he has been very busy showing her the sights of Southern California.

While most of the others were chasing around on their vacations, Motorman Geo. Williams spent his at home resting.

Conductor C. E. Dunlop and family passed up Gillman Hot Springs on their vacation, and visited Catalina and other resorts.

Motorman Bob Monohan and wife, accompanied by friends, spent a very enjoyable two weeks vacation visiting Lake Tahoe, Big Basin and Yosemite. Bob says he wants to warn all concerned to expect rough going if they try to make a trip over Tioga Pass.

Post cards received from Conductor Harry Beals and wife state that they have visited the Chicago Fair, Boston and are now enjoying a visit with relatives in Canadian cities.

Conductor J. H. Demaree and wife spent an enjoyable two weeks visiting with friends in the vicinity of San Francisco.

Motorman F. Milano made his annual deer hunting trip during the past month, but is not making a bit of noise, so one would think he did not have much luck.

Motorman W. O. Watson and family spent two weeks visiting various points in Southern California. W. O. says they visited Caliente, Mexico, but did not do any plunging. They report a wonderful trip.

Conductor Carl Moris and wife spent several weeks with relatives in Texas while on vacation. Both of them report that the extreme heat took all the joy out of life. Carl says that the fishing was exceptionally good, and he causes the pangs of hunger to assail his many friends when he tells about several good catfish dinners in which he participated while away. Seems like somebody is always taking the joy out of life.

On the morning of September 18th at about four-thirty a. m. the assembly room seemed to fairly shake—not by an earthquake, or cyclone, but Motorman J. Hellman returned to duty. Those boys, who for some time have been enjoying a little nap while waiting to be called, will have to do their sleeping elsewhere.

Desiring to build up the quality of his bunch of rabbits, Supervisor Patten hearing about the fine stock of Conductor R. C. Timmons, decided to buy one of his fine bucks. Mr Timmons picked out one of his finest, delivering same to the Supervisor. After much maneuvering, and many rabbit fights, Mr. Patten found that he had brought a doe instead of a buck.

Operator D. S. Samuels drove his ma-

chine to Macy and Main to make relief on the "B" Line. After having worked his run, he ran from Main up to Broadway to catch a car ride back to the barn. Upon arriving at the barn and looking over the lot for his machine, he happened to remember where he had left it.

Conductor F. E. Pults and wife were on a vacation in Oklahoma, when he sent in his resignation, stating he was now an employe of the street car company in Oklahoma.



C. J. KNITTLE

Somewhere in this Two Bells appears a report of the death of Motorman J. R. Gibbs. To the average reader it is just a parcel of news. To the trainmen of Division Four, however, and especially to the members of the Division Four Baseball Team, of which Gibbs was Manager, his passing was indeed, a severe shock.

In the recent sixteen weeks tourney in which the six teams of the Lary Baseball League participated, Gibbs distinguished himself as a shrewd manager, an alert, energetic captain and the outstanding center-fielder of the League.

If there was anything about Manager Gibbs' playing that might be criticized, it could only be that he always played a more vigorous, more aggressive and more enthusiastic game than was actually required to win. On two occasions his own team-mates pleaded with him to restrain himself, to not play so hard.

The first instance occurred in the latter part of a close game when Gibbs, exhausted from strenuous playing, dashed safely home from second but fainted over the plate.

In another game, at bat, Gibbs was knocked unconscious by a pitched ball. For four or five minutes his team-mates worked frantically to revive him. Gibbs' eyes finally flickered and opened. His mind cleared quickly and he started for first. His men grabbed him. He broke loose. They stopped him again and cautioned and pleaded to let another player run for him. Gibbs gently but firmly brushed them aside and ran to the base. A deafening volley of applause burst from the spectators. Unfortunately, due to a "third-out" immediately following, the run was not completed.

The thirteen victories won by the Division Four Team out of sixteen games and the final winning of the beautiful P. B. Harris Baseball Trophy can be directly attributed to the remarkable spirit imbued in these players by their loyal, untiring leader, Manager Gibbs.

His death was mourned by all who knew him. Two days later, September 15th, Mrs. Gibbs and their two little children, Junior, 7, and LaVonne, 10, left to accompany the remains to their home town, Brigham City, Utah.

* * *

The sympathy of Division Four trainmen is also extended to Conductor J. G. Newell whose wife passed away September 5th.

The willingness to play Good Samari-

tan one evening recently resulted in a painful accident to Motorman C. M. Christensen of Line "P". It happened at 7:06 in the evening of September 25th. Christensen was eastbound on Pico Street near Union Avenue when he observed a man lying inert on the westbound track. Stopping the car immediately, he ran across to assist the helpless man. A speeding auto, however, struck Christensen before he could carry out his intentions. At the Receiving Hospital he was found to be suffering from shock and painful but not serious bruises. He was obliged to spend the night there. The man he intended to aid, it was learned later, had been drinking and had passed out while crossing the street.

Conductor E. V. Muckey spent September 1st, 2nd and 3rd visiting our old friend and former conductor, C. V. Jones, who went "back to the land" a year or so ago. Muckey reports "Farmer" Jones is getting along splendidly, has acquired a ten acre farm near Merced, a Chevy truck, Ford tractor, 37 hogs, a cow and 50 chickens. Seven acres of the land is in alfalfa.

Supervisor H. M. Farr is still wondering whether he should be "tur'bly" annoyed or just surprised. One Saturday afternoon recently he gave Motorman C. E. Perego and Conductor John Wright, of Line "A", orders to make a trip to the S. P. Shops before pulling in. But Wright has only been here thirty years and Perego, twenty-one years and they didn't know just how to get there.

On September 9th the Division Four Baseball Team was scheduled to play the Swift & Co. Team at Vernon Yard. Incidentally the Division Four players all showed up except the pitchers. Among the spectators was Conductor Joe Cresto and his eighteen year old son, Jack.

"Get out there, son, and pitch for them," said Joe.

"Okay, pop," replied Jack.

The final score was 15 to 11 in favor of Division Four.

* * *

Wedding

Operator C. P. Rutledge and Miss Marguerite Parker were quietly married August 27th. (Sh-h-h-h!) Congratulations, Mr. and Mrs. Rutledge.

* * *

"Boss", chirped a Filipino lad to Conductor Ted Muller on Line "3" a few days ago.

"Hot dawg!", whispered Ted as he tore a Weekly Pass from one of his pads. To his consternation, however, the Filipino handed him a dime.

"Don't you want a Pass?", asked Ted. "No! Boss", replied the lad, "Boss tickeet"

Later in the day, Ted, by using the most tactful salesmanship managed to sell the detached pass for eighty cents.

Motorman E. F. Adams was granted fifteen days leave September 6th when he received word that Mrs. Adams and their two children, driving from Denver to Los Angeles, had had a serious accident near Krimling, Colorado. It was learned later that a tire blew out and the car turned over. The daughter, Barbara June, 6, suffered a broken arm and abdominal injuries. She was removed to Steamboat Springs Hospital and later

to the home of Dr. R. H. Burd in Denver. Dr Burd is a brother of Mrs. Adams. Fortunately, neither Mrs. Adams nor the son, Clifford, 16, were injured.

Motorman F. R. Baldwin, who underwent a serious operation recently, dropped in on us a few days ago and it is a pleasure to report he is recuperating splendidly. The illness and operation took F. R.'s weight down to ninety-eight pounds but the old boy is a go-getter for good health and is already back to one hundred and twenty. That's nice work, Mr. Baldwin.

Operator Joe Howarth is back with us after a three months tour of the States and Canada, traveling fifteen thousand miles and covering forty-two states. Joe visited many of the large national parks. Also the homes of many presidents and took in the Worlds Fair on the return trip. While there, Joe took in a demonstration of the new Plymouth, liked it and drove one home. Great idea, Joey.

Clerk C. Evans and Motorman J. D. Ledford are leaving October 11th on a hunting and fishing trip to Ledford's ranch near Grant's Pass.

Motorman D. L. McDonald is spending a forty-five day leave in Campbell Hill, Illinois.

Conductor W. W. Warren is spending a sixty day leave at his cabin in the Mammoth Lake District of the High Sierras. Warren left September 8th.

Motorman W. J. Forester was granted a thirty day vacation September 13th and has probably left for his ranch in Oregon.

Motorman W. A. Pilon was granted a fifteen day rest September 16th.

Conductor J. L. Patten left on a thirty day vacation September 16th.

Motorman S. L. Wickham took a ten day rest starting September 17th.

Motorman J. B. Seibel was granted a thirty day leave September 19th to drive his parents back east on business.

Conductor A. A. Deucher was granted thirty days leave September 22nd to make a trip to Detroit.

Motorman H. Berry is visiting relatives in Missouri. He was given a thirty day leave September 25th.

Conductor J. K. Lofton took a seven day rest starting September 26th.

Superintendent L. L. Wimberly returned from his regular vacation October 1st.

Foreman B. B. Boyd returned September 24th from a two weeks vacation spent in the Mammoth Lake District of the High Sierras.

Uniform Inspector A. J. Bowen also returned from his annual vacation September 24th. Mr. Bowen took a boat trip to Ensenado and also one to Catalina.

Talk about hard luck—Motorman H. A. Patterson lives down on Garvey Road, near Monterey Park. One morning recently Pat's car refused to start because the battery was dead. To make things worse, there's no place near Division Four where a fellow can land an airplane and even if there was landing space, Pat hasn't got an airplane anyhow. So there was nothing left for him to do but hop on his boy's bike and pedal all the way to Brooklyn and Rowan. Pat refused to make any favorable comment regarding the biking business.



Division Five

FRED MASON

Conductor Frank Slaughter wins the blue ribbon for attendance at the Pomona Fair. On Saturday, September 8th, he laid off his run and, accompanied by his wife and mother, started out bright and early for the Fair. He made excellent time, as the traffic was very light, and arrived at the main gate, the first of the bunch. He then unloaded from the car a great big picnic basket, chock full of eats, and just what it takes to make a day of it, and marched up to the ticket window, but to his dismay, found it closed. By banging on the window, he finally raised one of the stable hands, and Frank said "What time do the gates open?" "They will be open next Saturday" was the reply, and was his face red?

Every time we see the crew of Motorman H. M. Pankey and Conductor D. D. McClurg, there's always one of them eating ice cream. It appears that there is some kind of a competition they are having, and from what we can gather, McClurg is a little ahead.

Conductor Roy Platner finally got back from Chicago with his brand new Chevrolet sedan and is tickled to death to be back. Of course he took in the World's Fair and had six thousand miles on his car before he left Chi. He has seen enough of that part of the country, he says, and that's his last trip back there.

Motorman Bill Kenney finally did it. And it's one of his old tricks. He's on his way back to Detroit, Michigan, where a brand new Ford V-8 sedan awaits him, and he figures on being back by November 10th.

Conductor and Extra Clerk Victor Martin "Muck" Muckenthaler, who once made the crack that some of the fellows who came from Division Two had very funny names (guess he thought his name sounded something like "Brown") is back from his vacation and claims he had the best time of his life. Accompanied by his wife he went as far north as Vancouver, Washington, stopping at all points of interest en route, and did the country real grand.

Conductor "Tex" Hiller drops us a card from Victoria, Texas, where he is visiting with his father. Says he had a nice trip back and is enjoying himself. Conductor D. R. "Doc" Hensley, who left with him, hasn't been heard from, but we know he arrived back safely.

Conductor F. T. Ginger and J. R. Her-ring teamed up for a deer hunting trip. They made their headquarters at Usona, California, and upon their return we learned that all the deer in that neck of the woods are still there and enjoying the best of health. Ginger almost scared one to death, but that was the closest he got to getting one. Somebody can buy a good gun cheap by getting in touch with Ginger.

Motorman Harry Rolph is back from his thirty day trip, most of which time he spent in Bozeman, Montana. While away he got to be quite a golfer and is

open for all comers. His Conductor, "Casey" Jones, is also back from Rigby, Idaho, where he hunted and fished to his heart's content. He got lots of fish.

After years and years of night work, Motorman Bill Hewett bid in a day run and celebrated the occasion by handing out cigars.

Motorman H. M. Guthrie has forsaken us and has taken over a watchman's job at South Park Shops. Good luck to you H. M.

The daily checker tournament between "Tex" Bourlander and D. D. McClurg is still going strong with Mac leading in games won and "Tex" way ahead in noise made. Crown it.

Conductor Myron "Drummer" Taylor has changed his breakfast order over at Lenhart's. It's now just plain waffles or hot cakes.



Shops

F. ARLEIGH FRAZIER

L. Spratt, Roy Blaize and Berry Hector went out to the County Fair together. Spratt and Berry Hector, being old time jockeys, had the pick of the spots to see horse race. (Two nice knotholes in the fence.) Roy Blaize was inside so he must have had some cash.

On advice of L. Spratt, W. Mayo is going to try and get his wife's parrot back again from her mother.

Jack Bickford and family spent the week-end at the Fair. Jack says he didn't see anything of the others. Probably because they were inside.

W. Leisure spent a week at Bishop, California.

W. Thun took September off to visit Nebraska.

Roy Perillard almost has "Frenchy" thinking his new son Richard Lee said "Daddy" to him the first time he saw him.

R. L. Sloan returned from a vacation stating he had a swell time. We believe him. (Poison Ivy.)

H. C. Smith returned from Camp Seeley. Several men in the Winding Room think M. Weller needs glasses because he couldn't see a coil on the edge of his bench and picked one up on the back, knocking the front one off on his toe.

A. Sundeen is back again in the Winding Room.

W. T. Reynolds, Miss M. Dowry and J. Brown have returned from vacations.

Victor Lee surprised us with a new Ford V-8 and E. L. Scholes a new Auburn.

Ben Bradfield must not listen to the Gillette Safety Razor program from the appearance of his upper lip.

John Cook should go back to Buicks. Ray Schollin sold W. Brown a gas saver to increase his gas mileage thirteen to seventeen miles per gallon and now Brown wants to figure how much he saves at seven miles per gallon. For sale—one gas saver!

Bob Perry resigned to open a Beer Parlor and take over a distributing agency.

W. McGowan transferred from Division One taking Bob Perry's place.

Lou Danforth returned to work after an operation, looking good.

M. Bradley started his weather proph- eting October first. Better compile a new almanac, Mr. Nutter.

G. Allmonti is back from a vacation.

E. King has moved to Arcadia on a chicken ranch. His wife Mrs. Maude E. King entered a Black Minorca hen in the Los Angeles County Fair which took first place in that division. The same hen also took first prize of all the show.

W. Reed reported sick.

John Sottile returned from a two month vacation in Philadelphia and vicinity.

Harold Conacker returned from Catalina with plenty of sunburn.

H. Lendy and G. Lendy are "baching" while their wives are visiting in Georgia.

Arthur Gerrard's father had a bad acci- dent near Rosemeade which resulted in his death. The Shops extend sympathy.

Ed Bremm has been trying for some time to find some dealer who would al- low him something on his old Packard without much luck. Might try A. Perez.

Miss Minnie Fraser is away on her vacation.

Mrs. Phipps took two weeks starting October first.

"Spike" Genge, reading so much about money won on the Sweepstakes, decided to take a chance on the next one. He bought a ticket which was dated Septem- ber twentieth and called for the Irish St. Ledger. Was his face red, when told that the Irish St. Ledger was run on Septem- ber twelfth!

By this time M. E. McCune will be in San Francisco attending Masters Lodge, accompanied by his wife.

wih his leg skinned and the next day with his nose skinned. The boys are wondering if his leg was too short or his nose too long.

E. Calders was seen at the County Fair spending considerable time at hog ex- hibit. He was heard to remark to a passer-by that they sure have large buf- falo here at the Fair, and on being told they were hogs he just about passed out. His next shock occurred when a young boy about five years old informed him that those black spots were not beauty marks on the white hogs, they were flies.

Howard Barnum saved up all of his work till his vacation so his relief man would have something to do.

L. A. Reeves in his new V-8 was seen traveling toward Sacramento. Probably to confer with the politicians regarding the coming election. Maybe he was giv- ing them some pointers on how to run a campaign.

Well gang, Heinie is back. He says he buried his old clothes after he shot that squirrel—! He also denies all knowl- edge of the article in a local newspaper, "Deer Choked To Death By Local Hunter."

The following is a little ditty dedicated to Heinie by Mrs. Frohlich:

The Hunter

Heinie saw the deer
A hundred yards away.
He raised his trusty rifle
And started to pray;
He missed his mark
We're very glad to say
Because the dern thing
Up and started in to Bray.

SUBSTATIONS

The Substation Department extends its sympathy to A. J. Helpes, whose father-in-law passed away on September 18th.

Henry Neel journeyed to Delano, Cali- fornia to visit his mother who is now in her 88th year. While Mrs. Neel has been very ill for some time past, she is re- ported on the road to recovery, for which, no doubt, her son's recent visit is partly responsible.

H. W. Leaverton took several trips around Southern California during his vacation.

F. I. Flynn spent a very profitable va- cation in Long Beach. His luck in play- ing "Ringo" sure had the concession men all aflutter.

This month's medal goes to L. E. Hoppe on his ability to keep his station lantern shining as if it were silver plat- ed. When anyone enters his station he gives them a pair of smoked glasses to keep the glare out of their eyes.

When George Gouge entered Yosemite he stopped his car to take one good look, then turned and exclaimed, "It's a fake," but when the bears started chas- ing him he found out otherwise.

H. W. Lawrence took off thirty days and had a very enjoyable visit with his mother who lives in Kentucky. He also reported plenty of rain.

H. J. Wrinkler visited with relatives in St. Louis, H. J. only needed three weeks for his trip.

Delbert Conlam was seen patronizing the local beaches.

Frank Skelly made such a hurried trip

to the Mammoth Lakes and return that he doesn't know whether the fish were biting or not.

John Burke can tell anyone just what pony to bet on as he got all the dope at the County Fair.

Bill Clardy and family took a trip to Boulder Dam over a week end.

Elmer Tharp reports the best vacation story yet. He claims 86 trout, all out of the Rogue River. Says the model A worked fine averaging 21.6 miles per gal- lon, something for the V-8s to shoot at.

Just received word that Russel Mac- Millan spent considerable time in Provo, Utah getting some final instructions on sharpshooting. Bob Bass better watch out now.

ELECTRICAL CONSTRUCTION AND BONDING

Welcome to our Department Merle Smith, we're glad to have you. Merle was formerly a substation operator. In- cidentally he is to be married very shortly. Full particulars will be given in the next issue.

The reason Bill Lane's chest sticks out so far is that he is another grandpa.

While on his vacation O. R. Payne took in the County Fair and lost every- thing excepting his desk keys. Guess they couldn't have had much value.

During the recent hot spell, Harley France took a trip to Imperial Valley to find out if it really is as hot as the weather man reports. (He found out.)

Bill Boyd couldn't find any more rear ends or transmissions in town so he had to sell the old Chev.

Frank Maloney states that the only place in the world to spend a vacation is at Glen Ranch and Green Valley.



ELECTRICAL



WALTER WHITESIDE

To think a man a gun should tote
And the only luck a Nanny Goat.

LINE

We were very sorry to learn of the passing of Carl Ingraham's wife on the morning of September 24th. The sym- pathy of the Department is extended to Mr. Ingraham in his bereavement.

The sympathy of the Department is also extended to Roy Davis whose father recently passed away at Roseville, Cali- fornia.

It seems that Shorty Peters can't take it any more—he fell off his front porch and sprained his ankle quite severely. Rumors are that he was lifting a sack of potatoes, weight not given.

"Sailor" Urban has changed his name to "Chief Fisherman." He seems to have adopted the name himself, but has never brought around any proof.

Oh well, L. C. Hunter talks a good line of fish also. Why not have a debate be- tween Urban and Hunter, the subject, "Who is the best fisherman, and Why am I?"

Any one interested in a good home cooked meal see "Chief Chef" Moser. Haven't the list of survivors from his last venture.

H. B. Runyon came to work one day



16th Street Coach

J. H. McCORNACK

Cash Receiver Si Slocum is spending thirty days at Knoxville, Iowa, visiting with his relatives.

H. J. Scott and I. H. McDowell are deer hunting in Plumas County. They made faithful promises to bring back some fine steaks.

B. L. Hartsell is now making a flat rate to all desert rabbit hunters of 50c per person.

F. W. Pope says we have a new bath tub at the Division.

B. E. Farrell, L. E. Woodworth, F. G. Hedge and A. E. Ramsey have trans- ferred to the Yellow.

L. N. Kelley says that he had a most enjoyable trip through Colorado during the months of July and August. He visited his relatives and did a lot of fishing at Grand Junction and College Springs.

Can you imagine anyone calling a fellow employe a rat?

F. E. Epp wishes to congratulate A. E. Ramsey on his transfer to the Yellow.

G. Goehler worked a run on Beverly and only lost two trips. This was caused by lack of practice and D. E. Gladwell's ability to leave the terminal on time.

R. J. Bloodgood's conductor is no longer

a social butterfly since his wife's return from the East.

Shades of Cyrano De Bergerac and Miles Standish! Our own little Arthur Chester Davis, Jr. would like to join the illustrious and ancient order of Benedicks but does not know how. To do or not to do. Whether it is better to get down on the knees or to just pop the question when out driving, (in her car.) Or perhaps like Cyrano who was short of stature and with a big (did we say nose or head?), enlist the aid of a giggilo. We recommend either Rider (Wingfoot) or Barstow, (Pansy). Please send all suggestions to Arthur immediately.

GARAGE

The Wilshire boys should consider themselves very fortunate to have such men as G. E. Ball and H. A. Featherstone giving their valuable time and brains to arranging things on the Line.

The party of parties was put on September 26th by Mr. and Mrs. R. W. Taylor. They rented the entire Fun House at Venice for the evening and invited the Garage personnel and their families to attend. The Fun House was never funnier. There was never a dull moment even if Benny Walters did stay in one spot. All the sandwiches you could eat and all the beer you could drink was served to all. Red Crawford was able to attend on account of having a tooth pulled. He was afraid that he might get grease in the cavity. Yes, George Oliver was there. The evening ended with "For He's a Jolly Good Fellow".

Harry Nordmark is on vacation to visit the other Nordmarks at Portland, Oregon. He is driving via Yosemite, Lake Tahoe, Mt. Lassen and Crater Lake. After visiting the family he expects to go by Mt. Rainier to Lake Harrison, Canada.

Whatever caused Steen Parker to make out the dispatcher's sheet upside down is still open for discussion.

Wm. Decker went rabbit hunting. He took his son along to keep from starving to death.

Chief Clerk F. O. Rowbottom brought in a fine catch of fish from the barge off Manhattan.

R. Marsh of the Store Room caught a 144 pounds swordfish but the big one got away.

The Garage has been trying to dispose of some graphite samples for a year but a salesman talked Ray Anderson into buying \$1.19 worth for his car.

Father Hardy, the fellow to whom all the little girls make confessions, doesn't quite know whether he is dishing it out or taking it on the Second Shift.

The boys have taken up a collection and paid Gilfillan's laundry bill.

Tom Casey is back from an enjoyable trip to the Eel River. He went there to see the BEAUTY.

Wally is a good pitcher when he gets the ball unwound from the cactus on his chest. Nels Lane got on third base for the first time in two years.

Bob Coenan has a new girl with a new Chevrolet. When starting from a boulevard stop in Palos Verdes she asked him why he didn't use the high gear.

Miss Emerson maintains that the first time she had pneumonia she weighed 263 pounds.

Tom Jeffreys was incapacitated by a slight accident at the gas station and is going to use his drag to get an office job.

Lee Bignall is traveling around with Harry Lane. Lee does the talking.

Poor George Oliver, who spent many miserable hours trying to sleep due to a cold, sleepily arose from his bed and proceeded to the medicine closet with the idea of getting some relief by applying the old reliable "Baum Ben Gay". Imagine his surprise when he discovered that he had applied Le Page's glue. Needless to say he was completely awake by the time he got all the hair and glue shaved off his chest.



R. E. RUSSELL

The vacation season is almost over and the results are gratifying. All of the men have had a good rest and are feeling like new again. Some went to the east, while others went north to Canada. They still report that California is the best.

Supervisor Musselwhite did take a trip on his vacation. He covered some eleven hundred miles, some of which were in the High Sierras. His car ran fine he said.

C. B. Frevort is now in the east on a business trip, as well as a vacation.

Wm. Stearns, J. W. Hannan, E. L. Armstrong, R. C. Eglehoff and L. C. Ewing are now on leave, enjoying themselves in various places.

It is rumored that our Assistant Manager, Fred C. Patton is contemplating the writing of a testimonial for a patent medicine company. It seems that he relied on one of its advertisements and found the results more than satisfactory.

Miss S. L. Williams, Mr. Van Vranken's secretary, has also been on her vacation. She spent it resting and doing some shopping.

It is reported that since a Supervisor rode on the Olympic Boulevard Line the boys are all issuing hat checks. The passengers all think that this is a new idea. We wonder why.

It is rumored that E. P. Voorhees got a deer in the San Bernardino Mountains. However, the country was so impassable that he could not get it out.

C. Dunbar got a deer. It was a forked horn weighing approximately one hundred pounds. He is also going to kill a pelican. It seems that one morning lately, on arising he saw a pelican sitting on the edge of his fish pond. The night before there were sixty pedigreed goldfish in the pond, but on this morning there were only three to answer the breakfast call. Dunbar says he thinks the pelican was waiting for these so as to enable him to finish his breakfast. The rocks around the edge and in the pond made it so convenient for said pelican that he did not have to even wet his feet.

It has come to our attention of late that when Bill Baker is working Dick Darnell doesn't have a chance with the

ladies. But since Baker has been off sick, Dick is really making up for lost time. There is no competition.

The boys on Wilshire are wondering who the young lady is whom a certain Supervisor helps across Wilshire and Western at about 7:35 A. M. She is very good looking.

Some folks thought that the Times Annual Marathon race was being run on Wilshire Boulevard, August 7th. On second glance it turned out to be Supervisor Dickerman chasing a lady's hat down the boulevard. It was a great effort, but the hat was rescued and he was rewarded with a smile. In fact the effort was so great that Dickerman was off the next day recuperating.

Supervisor George Troutwine is back from his vacation and reports a very good time.

Operator Cook is back from his trip East. He covered some six thousand miles and saw a lot of the U. S.

The donkey ball game September 22nd was the greatest laugh of the year. The Operators beat the Mechanics 8 to 11. Luke Henderson forgot to get on his donkey before he threw the ball so the play was disqualified and he had to do it all over again. Dave Canning wrestled with "Dynamite" and lost by two falls. Dick Darnell rode but his feet dragged and that slowed his speed considerably. Howard Wallace got in a hot box between third base and home. The whole team of Operators tried to catch him but he ran the guantlet and scored. Hemstead got a hit but his donkey started for the feed box instead of first base and he couldn't get him to go to first. McDaniel brought a pillow to ease the jolts but Alexander stole it from him. If there is ever another donkey ball game be sure and see it. You will be sore for a week from laughing.

The California Soft Ball League plays every night at Santa Monica and Ca-huenga. Our Red Stripes are in the League and will play one game a week. They are a Class "A" team. Be sure to come out and root for our men. The schedule may be obtained by calling OLympia 2144.

MECHANICAL DEPARTMENT

Ed Williams is in the California Hospital recovering from an operation. He is expected back to work in a couple of weeks.

Billy Williams of the Wash Rack is in the hospital also suffering from a very severe case of stomach trouble.

Henry Forsberg, Master Mechanic, went fishing and caught several yellowtail. He fished out of San Diego near the Coronado Islands.

Hank Thompson, Foreman of Shift One leaves on his vacation the last of September so we should have his story in the next issue.

Just who was the grease monkey that took a self-administered shower under an air tank drain valve? He is supposed to be slightly bald.

What mechanic's tool box consists of one crescent wrench and a hammer? Is he the one who marks the Federal OK at any time?

The old saying that two can live as

cheap as one is being done over by Howard Wallace. He says three can live as cheap as one. Come on Howard and let us all in on the secret.

NOTICE

Anyone having anything for Two Bells please put it in my box and sign your name. Any communication will be gladly held strictly confidential. In the past there have been several unsigned items and as a result I could not get all the information necessary. Consequently some very important items had to be left out. If placed in the box before the 25th of the month, they will appear in the next issue. Remember the date and sign your name.



F. F. ROBEY

DIVISION ONE

Wm. McDonald was called home suddenly because of the serious illness of his wife. We all hope that Mrs. McDonald's health improves rapidly.

W. A. "Bill" McGowan, Car Cleaner Foreman, has been transferred to the South Park Shops and is back on his old job.

T. S. Kennedy has been appointed acting Car Cleaner Foreman.

T. Lock spent the week-end at Catalina. He got sick going over so he flew back and was almost frightened to death. Never again!

A. L. Wolpers, J. E. Griffith, C. R. Lacey and J. E. Simmons were among the many thousands that attended the County Fair. Some day they are all going to be farmers.

J. Phillip's bachelor days are over as his wife has returned from visiting friends in the east.

A. H. Wertherick says he went fishing his first and last time—all he got was sick and was he sick?

DIVISION TWO

Inspector R. E. Jones was absent a few days last week on a supposed fishing trip, but we hear the V-8 that runs without steering, went straight to Riverside, because there is a little lady there who was the real attraction. That's why Ralph always keeps a good fast car.

Inspector E. R. King had a vacation for a week and spent most of his time at home looking after his real estate.

Inspector J. A. MacKay also had his vacation last month. The best part was spent on a fishing trip in waters south of San Diego.

Watchman R. B. Slocum has been under the doctor's care lately but stuck to the job and says he is getting well fast.

DIVISION THREE

Ted Clarke returned from his trip to Kansas and reports a fine time and things fairly good there.

W. I. Green also had his vacation last month. Says he spent it playing with his grandchildren and enjoyed it.

Jean Fletcher is our new cleaner. Glad

to have you Jean and wish you success in your new work.

The color scheme on Ed Muse's flivver is sure a dandy. Where did you get that wheel color, Ed?

Mr. and Mrs. Harry Wescombe drove 4900 miles on their vacation and after returning home safely, had the misfortune of having Mrs. Wescombe injured in an auto accident while riding in a friend's car.

The wife of J. Rappe, our Cleaner Foreman, is in the hospital at present. We are hoping she gets well soon.

DIVISION FOUR

T. J. Fletcher and K. C. Graham have recently joined the personnel of the night cleaning force. We take this opportunity to welcome them to our Division and hope they make good.

Howard Compant who has been acting in the capacity of Car Cleaner Foreman. Days, has transferred to Nights as Car Repairer. F. Anderson is now filling his vacancy as Day Foreman of Car Cleaners.

We wish to extend our sympathy to Cecil Gerrard on the recent death of his father, Henry Gerrard. Mr. Gerrard's death was the result of an automobile accident while he was crossing the street in El Monte. Interment was held at Forest Lawn Cemetery.

R. Scudder is back on the job, having been off a couple of weeks with a very bad cold.

We are sorry to report that J. Ross, A. Meadows and Wm. Veal are at the present time on the sick list.

E. Newhard and family took in the sights of the Grand Canyon over the Labor Day holidays.

R. J. McIntyre, Night Assistant Foreman has the honor of bringing the vacation period to a close at this Division. At the time of his departure he had not settled on any definite plans so we will have to wait until his return for the particulars of his vacation.

DIVISION FIVE

Don't be fooled boys, that new Buick coupe the Assistant Foreman drives is just an old one painted over, and he did it himself.

The new Yankee you see over here is just an Englishman made over. Yep, Harry Hunt took the final step that made him a citizen of the good old U. S. A.

George Prakes and Walter Alport spent three days patching tires and cleaning spark plugs between Los Angeles and Boulder Dam. They both drive "Chevies."

Russell Litz was seen carrying home his elaborate set of tools which consists of a pair of Kressie pliers, screw driver and an imitation crescent wrench. Some of the boys were worried until it was found out that he was giving the DeSoto a "C" Inspection.

Fred Dudley, Clerk, has been having an awful time trying to work the new telephone and several of the fellows get a kick out of watching him pick up the stand and hold it while he talks. But Fred never could see what was funny about it until the other day Doc Robey called a certain number, picked up the stand and stood holding it in one hand and the receiver set in the other while he talked. Then you know, "He who

laughs last". Well Fred sure did his stuff.

Johnnie Walker received an invitation to go on one of those "In all the world no trip like this" excursions. Some friends of his own a yacht so they asked Johnnie and his wife to join them over Labor Day. It seems that the only catch to it was they had to go out to the yacht in a row boat. So bright and early they started out for said yacht. About half-way out the row boat filled with water and sank. Johnnie was the only one that had on plow shoes so he sank with the boat. Then an idea struck him, why not swim and tow the boat to the yacht. This was quickly agreed to by the others as they were anxious to get started to Catalina. Not much could be learned about the rest of the trip except that it took fourteen hours and nine minutes actual running time.



H. I. SCHAUBERT

Ray Copper proudly brought a nearly new Chevy coupe in to the Yard the other morning and returned the next with a very red face and a badly damaged car. Of course the other guy was to blame.

Jack Glover stopped by the Yard a few days ago. He is recovering from a severe case of neuritis and has been off duty for two months.

Figures don't lie but on a recent rabbit hunt near Lancaster Bill Swearingen reports having done away with 40 rabbits. Charlie Shelton 40, Cal Simmons 40, Frank Hall 40, and Mrs. Frank Hall 40 yet a total of only 40 rabbits were returned. How come?

Austin Fleetwood purchased a new gun last month, a Model 54 Winchester Hornet. He is receiving many offers from the boys who are more than willing to try it out for him. It sure is a honey.

Cal Simmons received a badly cut eye when he fell in the bottom of his boat after shoving it off from the beach a few Sundays ago. Just a good fellow, trying to keep poor little Jimmy Watkins from getting his feet wet.

Charlie Shelton had the misfortune to have his machine struck twice in one evening while taking his family for a little spin. Who said lightning never strikes twice in the same place?

A recent increase in forces finds Bill Bramlette in charge of the new welding gang. With him is Holly Simonson, a former night watchman. Dick Brooks is the new man on Mike Finn's gang and Sterling Homer is now welding with "Red" Stevens. Bob Gain will be found on Joe Ovard's gang as soon as "Senator" Smith returns from his vacation.

Ben Weatherbee has been transferred from night watchman to carpenter's helper and is he glad to be out in the sunshine!

Roy Keenan, Night Watchman for Sam Bevilacqua, has been laid up for some time with a severe attack of rheumatism.