

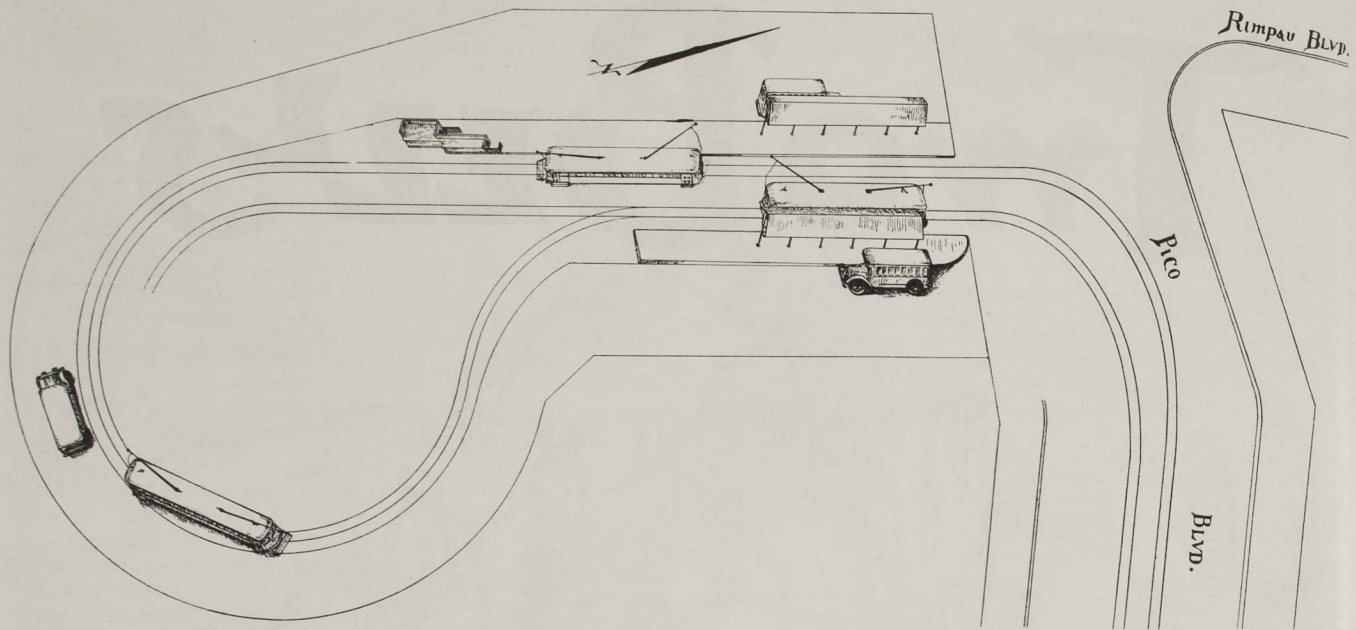
# Two BELLS



ARTS & IDEAS



# Air View of Terminal Under Construction



## New Street Car and Bus Terminal

By H. G. WEEKS

*Assistant to the General Manager*

An off-street car and bus terminal is now under construction by the Los Angeles Railway at Pico and Rimpau Boulevards, at the end of Line "P". This terminal has been made possible by an agreement between the City of Santa Monica, which operates a municipal bus line to this point, and the Bay Cities Transit Company, which will also operate its bus line into this terminal. These two bus lines will load and unload passengers in the terminal and all Line "P" cars will do likewise, this arrangement eliminating loading and unloading in Pico Street and reducing vehicular congestion on the street, particularly in the evening rush hours.

Referring to the sketch: Westbound Line "P" cars will turn into the terminal and unload their passengers on the westerly platform and thence proceed counterclockwise around the loop to the easterly platform where passengers will be loaded. The buses of both companies coming in from the west will turn into the property and unload on the east platform and then proceed in the driveway around the loop in clockwise direction and load passengers alongside the westerly platform. Under this plan there will be a segregation of eastbound and westbound passengers and no necessity for them to cross the tracks or any part of the street.

The two platforms will each have 50 feet of umbrella shed to protect

waiting passengers from rain and weather. The loop track will provide momentary storage for several cars in the peak hours, and the stub track inside the loop provides for switching or holding cars. There is sufficient room on the property for the layover or temporary storage of several buses. The entire area will be devoted to passenger use and there will be no concessions. It is expected that the terminal will be in operation early in April.

## Using The Other Fellow's Head

By JOHN C. COLLINS

*Supt. Meter-Mileage Department*

As faulty equipment and the lack of knowledge is responsible for not more than two per cent of our accidents, the Instructor's function is to instruct and reinstruct, and to study the men who have accidents for a faulty attitude, irresponsibility, impulsiveness, lapse of attention, defective vision, worry or moods, all of which have an effect on the judgment.

The good Instructor pays the most attention to the backward students. Our experience is that the Instructor is inclined to pay no particular attention to the man whom he thinks is doing his work as it should be done. When a man reaches the point where

he does the work right nothing is said to him by any one in authority.

If you hear a man at your Division criticizing an Inspector or a Supervisor you may rest assured he was caught doing something which endangered life or limb, and who has a tendency to continue along that line. You cut the bosses down to one when you learn to boss yourself.

The great trouble with most men who have accidents, especially in this work, is that they are using the other fellow's head to think with instead of using their own.

This is what he is going to do, rather than, What am I doing or going to do? You may guess right at times as to what the other fellow's intentions are, but something may come up at a minutes notice which causes him to change his mind.

The average accident occurs with less than four seconds warning, which shows us that it is the out of the ordinary, or the unexpected, move or action on the part of others which places us in the position from which there is no escape. And after the accident you start using the other fellow's head again: "He did this or that", and not that you did thus and so.

If you have a pain in the neck it may have an effect on those nearest you, but you suffer the pain. It's your pain in the neck. You can't live by proxy. You can't control the other fellow's car, the driver's of automobiles, children playing in the street, pedestrians crossing in the middle of the block, or the far crosswalk, but you can read conditions and control your car.





Latest Type Streamlined Coach

## New Wilshire and Beverly Coaches

By C. B. LINDSEY  
Supt. of Automotive Equipment

Patrons of the Wilshire and Beverly Boulevard Motor Coach Lines have expressed their appreciation of the new coaches recently placed in service by the Los Angeles Motor Coach and the Los Angeles Railway.

These coaches are the "last word" in modern metropolitan coach service, conveying the passenger from starting point to destination speedily and with maximum safety and comfort.

The forty seated passenger bodies are semi-streamlined and built principally of duraluminum. The equipment includes a modern ventilating system and air controlled safety doors.

Conforming to the modern trend the power plant has been placed in the rear of the coach. This gives the operator an unobstructed view of the road and eliminates the noise and fumes so objectionable to passengers.

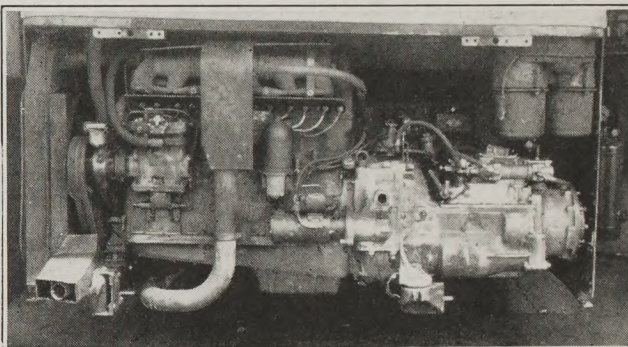
The six cylinder  $4\frac{7}{8}$ " x  $5\frac{1}{2}$ " engine, together with clutch and synchromesh transmission, is mounted cross-wise and connected to the differential in the rear axle by an angular bevel gear drive and short propeller shaft.

Air plays an important part in the new coaches, being used to operate the brakes, clutch, windshield wiper and also to shift the transmission gears. A twelve foot three cylinder high speed compressor is included in the accessories and supplies sufficient air to operate these units at all times.

A 600 watt generator gives plenty of interior illumination for passengers to read while traveling at night.

Engine cooling is accomplished by a radiator on the left side of the

Power Plant of  
the 3700 Type  
Coach Recently  
Purchased.



coach, air being drawn through by the conventional type fan. Clean air for the carburetor is taken from a duct in the roof through large copper gauze oil saturated cleaners, this precaution being necessary on account of dust being drawn into engine compartment by the vacuum, created by the moving vehicle.

Although weighing approximately 17,000 pounds, the new coaches are easy to handle and will turn in a comparatively small space. Operators appreciate this item when negotiating heavy down town traffic. Rapid acceleration and plenty of speed have reduced the running time of "Express Service" between Fifth and Hill, and the Santa Monica terminal, to fifty-five minutes.

Averaging four miles to the gallon of gasoline the eighty gallon tank carried permits the coach to make the 300 miles per day required on this line, or roughly 9000 miles per month. It is interesting to calculate that if the coach remained in continuous service for a normal life of say ten years, it would have run over one million miles, and would have consumed 270,000 gallons of gasoline!

The 1800 type coaches purchased last November from G. M. C. are designed to carry thirty seated passen-

gers. Although somewhat similar to the larger coaches in external appearance, the chassis and mechanical units are very different in application and design.

The engine, although in the rear of coach, is mounted in "Tandem" and "hind-side foremost", that is, with fan and radiator at the extreme rear of the coach. A shaft from the clutch drives the transmission mounted amidship, and the drive shaft proper from it to the differential.

### Voters Attention!

On May 7, 1935, there is an election which is of vital interest to each and every voter in the city. Judges of the Municipal Court, City Councilmen and members of the Board of Education are to be chosen to serve for the next two years. There will also be several important measures to be decided. Exercise your right to a voice in the city government. VOTE.



# Safety and Courtesy Contest Winners and Friends



One hundred and five Motormen, Conductors and Coach Operators and Conductors, their wives and friends, were banqueted by the Management on March 29th. The occasion was the wind-up of the series of Safety and Courtesy Contests. Mr. J. C. Collins acted as Master of Ceremonies and after an address of welcome, introduced the notables present including Mr. P. B. Harris, Mr. J. Stuart Neary, Mr. Sam Nock, Mr. Henry Jordan, Mr. E. R. Dye, Mr. Bob Pierson, Mr. C. V. Means, Mr. R. H. Hilf and others.

Harry Tuttle served the usual unsurpassed dinner ably assisted by the highly skilled force of Superintendents, Foremen, and heads of departments. A wonderful entertainment was presented after the dinner.



## Guests Express Appreciation

March 31, 1935.

Mr. E. R. Dye,  
Dear Sir:

Just a line to express our appreciation for having the honor of attending the banquet.

We had an enjoyable evening.

It is a pleasure to work for an employer like the Los Angeles Railway—a company that has the interest of its employes at heart.

Mr. and Mrs. S. C. Webster,  
Division Five.

March 31, 1935.

Los Angeles Railway Corporation,  
Gentlemen:

We wish to express our appreciation for the very pleasant occasion of March twenty-ninth.

Please extend our thanks to each and every one who gave his time and effort to make the banquet and entertaining program such a wonderful success.

Most sincerely,

Minnie P. Horton,  
Arthur W. Horton,  
Division Four.

March 31, 1935.

Mr. E. Dye,  
Manager of Transportation.

Dear Sir:

I wish to thank you and the other officials of our Company, on behalf of Mrs. Turvey and myself, for the splendid supper and wonderful evening's entertainment you so kindly arranged for us last Friday evening, and I can assure you that I shall at all times strive to conduct my business in a safe and courteous manner.

Yours truly,

John Turvey,  
Division Five.

April 3, 1935.

Mr. E. R. Dye,  
Manager of Transportation.

Dear Sir:

Permit me to congratulate you and the Management for serving us with such a wonderful banquet, and the program was just grand. How my wife and I did enjoy it all! And we had some good laughs with it also.

Wish it were so that we could partake of more of them. So please continue the good work as I'm quite sure it does us all good.

Thanking you again for the good time, and eats we had.

Very sincerely yours,

J. W. Nester and Wife,  
Division Five.

## Great Work!

March went out with a bang! Division Five did not have a single accident on Sunday, March 31st.

And then along came Superintendent Williams to say that Division One also had a perfect record of no accidents on that same Sunday!

Congratulations to both Divisions. Keep up the good work.

## Track Work

The Maintenance of Way Department is overhauling the crossing of the Los Angeles Railway with the Union Pacific Railroad on North Main Street, on the east side of the river.

## Division Three Bowling Team

By L. VOLNER

The Manager of the Car Barn Cafe, Harry Tuttle, is going to sponsor a bowling team of the men at Division Three. Motorman J. McComas is Captain and, as this was written, the team was being formed.

Our team last season was the best in the League, and it is expected to do as well this season.



## Square and Compass Doings

It is very gratifying to again be able to report a good turnout of members at our meeting held on Saturday, March 16th. Seventy-five members and guests sat down to enjoy a very excellent dinner and none were disappointed.

The dinner provided was the best of everything to complete a thoroughly satisfactory atmosphere for the select bill of vaudeville to follow. As usual Brother Trask acted as Master of Ceremonies and it is needless to remark there is none better fitted to handle the important task. The show was well balanced in every respect. Walter is to be congratulated on his ability to provide good entertainment.

It is the intention of President Elrod, assisted by the Entertainment Committee, to secure a different meeting place each month (if possible) variety, we believe, being the desire of a majority of the members. With this in mind your Entertainment Committee is busy in an effort to line up something different each month. So brothers, be prepared for the future. We have several good things in view and should our plans materialize, you are in for the time of your lives. You will have cause to rejoice over the fact that you are a member of the Square and Compass Club. Those of you who have found it necessary to miss these monthly meetings are requested to turn out on the third Saturday in April. We want you to see what your Club is doing, what you are missing.

Of course we realize that many of the brothers are unable to attend due to the fact that their working hours prevent their attendance. On the other hand, however, there are a number who have for one reason or another failed to come to the meetings, and who could do so without much effort. To those this request is especially addressed. Your President wants an attendance in April of at least one hundred members—will you lend him your support? Make our next meeting one long to be remembered. Let your officers know by your presence that you still have the interests of the Club at heart.

### COMPASS POINTS

Andy "Cupid" Egan complained that your Scribe had failed to give him any publicity lately—we hasten to make amends Andy, but why did you fail to show up in March? We heard her name is "Laguna"—is she Spanish?

Poor "old" Ray Kiddoo came in from the wilds of the San Fernando Valley, only to be backed off in a corner by Raymond Smith, the rotund

gent from Division Three. However, we noticed that the cave dweller's appetite was not affected in the least. That, my friends, is the result of living in the country.

Oh yes! We had with us Shanty Shanafelt, conductor at Division Three. Make it a regular habit, Shanty.

The other rotund gentleman, dolled up par excellence was none other than Bob Pierson, Chief of the Personnel, or is it necessary to mention this? Bob made a nice little speech about his failure to attend Club meetings recently, but promised to do better. This also applied to Henry S. Orme Lodge, of which he is a member. Can we depend on this promise, Brother Pierson?

Seated at one of the larger round tables was a group known as the dirty dozen. The writer is not a member. We might mention among others, the following: Messrs. Bob Pierson, Bill Morgan, Les Sparks, Herb Peterson, Walter Whiteside, Johnny Miller and Bill Souther. With the mention of these names, you can imagine the rest.

Another group at round table No. 2 was made up of the following: Our guest and Master of Ceremonies Walter Trask, Master of Henry S. Orme Lodge; Ely Fletcher, Lloyd Yeager and last but not least C. C. Netz. Not quite as notorious as group No. 1.

An unfortunate accident occurred just as our show was about to get under way. A poor defenseless waitress with a heavily loaded tray of dishes stumbled and fell over Kelly "Heart-Breaker" Holmes' feet, which for reasons unknown to the writer were stuck out in the aisle. Result: a tipped waitress, an upset tray, broken dishes, a loud crash and an embarrassed Kelly. Was his face red?

Glad to see our old friend Phil Klingelsmith present. Phil is head of the Club's Degree Team, this being only a small part of his many Masonic duties.

Yes, Elmer Wood was again about half an hour late. He looked forlorn and dejected—probably missed "Little Eva"—or did he?

We failed to mention in the last issue of Two Bells the very fine send-off given to ex-President Bill Morgan by Brother W. B. Mills. Brother

Mills is a born orator and put over his speech about ex-Bill in wonderful shape. Of course, he mentioned only Bill's good points—he did not cover any of the others. Maybe Bill wrote the speech himself.

Smiling Tex Hiller and C. D. "Charlie" Clark looked like old friends meeting after a long absence. C. D. came to life about 7:30 p. m. and from all indications had a wonderful time.

D. L. "Denny" Gragg, of punch board fame, was present, deserting his cigar stand and family for the evening.

Brother G. E. Newton of the Valuation Department, who was a guest of the evening, learned not to sit next to Raymond B. Smith in the future, especially if there is anything to eat in sight. Brother Newton is still hungry and Ray always is that way.

Johnny Miller was much in evidence at the last meeting, but failed to say very much. He seemed content to "strut his stuff" around the various tables, shaking hands with the members.

Well! Well! Well! The great Sparks, athlete, fan-dancer and marksman extraordinary! On a diet—a milk diet at that! Poor Les was forced to pass up the very excellent coffee served, and substitute milk. The form divine must be given attention.

Brother R. L. V. Brown was reported on the sick list. The matter was referred to the Sick Committee for investigation and attention. The entire membership wishes Brother Brown a speedy recovery.

We are looking forward to having with us Brother Claude H. Campbell, formerly of the Bonding Department, at our next meeting. We understand that due to an oversight, Brother Campbell, who is an honorary member, failed to receive his notice of the March meeting. This has been rectified and we anticipate Claude's attendance at all meetings in the future.

Brother James Murray made a few choice remarks, well chosen and to the point.

Fred W. Mellentin of the great southwest, Monrovia, Arcadia, Pasadena and points east, despite his many other activities, found time to

(Continued on page 6)



join us in the festivities.

Herb "Trap-Drummer" Peterson, despite the fact that his drums were elsewhere, enjoyed himself immensely. Herb should be given credit for the suggestion that we meet at the Metropole Cafe—the suggestion was good and timely.

We missed the smiling face of Brother T. T. Tripney. We shall expect to have "Trip" with us in April "Hoot, mon"!

That will be all for this issue, as I have to meet Dorothy, the girl in green's big sister. The plot thickens! Home James and don't spare the horses.

Fraternally,  
JACK K. WILSON,

## Bull's-eyes and Misses

The Los Angeles Railway Rifle and Pistol Club held a pistol match with the Goodyear Tire and Rubber Pistol Club. We were defeated 1218 to 1195, and while it isn't nice to lose a match, still the experience will do our boys a world of good. The Goodyear team has a fine range located back of their plant on Central Avenue. We are arranging matches with the Bureau of Power and Light employes and the Constable's Office at Huntington Park. Details will be announced later.

The qualification shoots with the big bore rifles that we were going to hold at the National Guard range at Spadra will have to be postponed until after July as the range is in constant demand every Sunday by National Guard Companies.

Some of our members are going to a place called Rattlesnake Gulch, which is located near El Segundo, in the sand dunes. The Marine Reserves had a range there which has been abandoned and they set up their butts there in the sand hills and have a regular set-to.

The news of the Gun Club is gradually getting around to the Divisions as we have had several boys from the platform service come to visit and join the Club. Glad to welcome them as the more, the merrier.

Don't forget that we meet on the second and last Thursday of each month. If any one is interested come to a meeting and talk guns.

Jarvis Phillips, Watchman at Division One gave the writer some powder which was purchased by his grandfather in 1824 and as soon as the trials are over we will give the results of using this powder as compared with modern powder.

LESLIE F. SPARKS, Secretary.

# Personnel Department News

By R. A. PIERSON

Superintendent of Personnel

During the month of March, there were 23 employes confined to the California Hospital, which represents 157 hospital days. The cost of the hospital service was \$1,016.00.

M. C. Aspinwall, Conductor, Division Five, who has been sick for a couple of months, tells us he is improving. Keep it up, M. C.

F. J. Shapos, Car Repairer, Division Five Mechanical, had the misfortune to fall and fracture some ribs.

Frank Archer, Lineman, Line Department, who was injured last November, is out and around again with a pleasant smile. Says he is getting along fine.

J. A. Hunter, Safety Operator, Division One, is having some dental work done, hoping that it will improve his physical condition.

O. Arguello, Conductor, Division One, has been confined to his bed for several weeks. Was some better according to the last report.

J. A. Giles, Electrical Repairer, Mechanical Department, who has been off since January 7th on account of rheumatism, seems to be improving, according to the last report.

Our genial Assistant Secretary and Treasurer, George W. Lane, is slowly improving, and is able to be out of bed part of the time. George always asks about everyone, and wishes to be remembered to his friends, which means everyone in the organization.

L. G. Nethersole, Motorman, Division One, who has been off on account of rheumatism for some time, is improving and hopes to be back on the job soon.

W. F. Alder, Conductor, Division One, who has been ill since February 10th on account of food poisoning, is having difficulty in regaining his health.

Fred Jewett, Conductor, Division Four, underwent a serious operation recently. We are glad to report that he is home from the hospital and getting along fine.

C. E. Crownover, Motorman, Division One, who has been sick since last November, is improving and hopes to be back with us soon.

J. G. Newell, Conductor, Division Four, who has been on the sick list since February 20th, is slowly improving.

Geo. A. Williams, Uniform In-

spector, Division One, spent some time in the hospital in March, but is home now much improved.

C. A. DeGuire, Motorman, Division Five, who was operated on at the California Hospital recently for appendicitis, is doing fine.

It is evident that the baseball season started as per schedule, as we note from medical reports that some of the boys are getting "cracked up" a bit. We hope that each player of the good old game may avoid injury while fighting for that P. B. Harris trophy for the season of 1935.

Regret to report the death of 3 employes during the month of March, and the death of the wives of 4 employes. The 3 employes 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 March there were 126 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## Anniversaries

The host of friends and fellow workers of George W. Lane, our well-loved Paymaster, remembered his birthday with a deluge of birthday cards and best wishes on March 13th.

On April 1st Superintendent George E. Ferguson, of Division Three, and Mrs. Ferguson celebrated their pearl wedding anniversary. It was just thirty years ago when they both said: "I do".

The 5th of April was the end of the forty-sixth year of active service with the Company of Carl Hanson, Information Man.

April 8th marks the thirty-second anniversary of R. A. (Bob) Pierson's connection with the Company.

And William (Bill) Wells, Messenger in the Treasury Department, celebrated two anniversaries within three weeks—his forty-fourth year with the Company on March 16th, and his seventy-fourth birthday on April 4th.

To all of these we wish to extend our heartiest greetings and best wishes for many happy returns of the day.

*Rest not! Life is sweeping by;  
Go and dare before you die.*

—GOETHE.



# TWO BELLS

Published monthly for the  
employees of the  
Los Angeles Railway

JANET C. McNEILL  
Publicity Manager and Editor

Vol. XVI April, 1935 No. 4

## Veterans' Club

Saturday, March 9th the Los Angeles Railway Veterans' Club had a dance at Patriotic Hall which topped them all for good attendance, almost equal to our yearly Hallowe'en dance. Everyone had a good time and promised to turn out for the next one which will be held some time the latter part of April. You will all be notified by bulletin and cards posted at the Division.

Saturday, March 23rd several of our members attended the dance of Post No. 2828 V. F. W., reporting a good time despite the rain.

Commander Andy Duncan is getting things lined out for a huge initiation and entertainment some time this month. Watch for the date and try and come out.

The Executive Committee was to have held a meeting Friday, March 29th but, due to the Safety and Courtesy Banquet being held that same evening and as several members had to be present at the dinner (waiters), it was necessary to postpone the meeting until Friday, April 5th.

The contest for new members is getting right along and it looks as though Comrade Moser's team is due to buy the dinner unless they step on it and keep stepping.

H. F. NELSON, *Adjutant.*

## Skipper Herr

Anyone wishing to obtain experience in the art of being a skipper of the good ship Row Row Row will please contact Miss Ethel Herr, of the Electrical Department.

Experience not necessary.

## For Sale

Equity in my home. Four nice rooms; double garage. Excellent terms on balance. R. N. Hester, 1131 West 119th Place, or 16th Street Garage.

## Veterans of Foreign Wars

Southwest Post No. 2828 is proud to announce that their recent membership drive, which ended March 20th, was quite a success, ending in a tie, both teams bringing in ten new members.

Information regarding the "Big Feed", which was to be given at the expense of the losing team, will have to rest until the next issue of Two Bells as no arrangements were made in case both teams tied.

In spite of the unusual weather we had on the evening of March 23rd, our dance was attended by quite a large number, and an excellent time was had by all.

Announcement of the next dance date will appear in the next issue. Watch for the date and keep it in mind.

G. H. STONE,  
*Junior Vice Commander*

## Veterans' Auxiliary

On Saturday night, April 27th, the Auxiliary of the Los Angeles Railway Veterans' Club is having a box social at the home of Mrs. Amy Jackson, 1221 West Twelfth Place.

The boxes will be auctioned off, so put up a good lunch and wrap your box so it will be attractive and bring a good price.

Be sure to bring your husbands as we expect them to buy the boxes. Coffee will be served and there will be games and prizes.

You Veterans who belong to the Club and whose wives do not belong to the Auxiliary, come and bring your wives. We would like some new members.

ETHEL SAUSSER, *Secretary.*

## Chess Club

By J. H. McCORNACK

The Chess Club is open again. The boys have a nice room on the third floor of the Los Angeles Railway Building at Eleventh and Broadway. They meet every Tuesday evening and are enjoying some excellent competitive games.

The members have agreed that the nicest part about a Club is that it is a place to take your friends. So every employe of the Company is invited to attend and bring his friends.

More chess can be learned in a few evenings at the Club than a year's playing at home. This invitation includes all employes of the Los Angeles Motor Coach Company, also.

## Ping Pong at Virgil

By R. E. RUSSELL

The Ping Pong Tournament at Virgil Street is over and the winners, C. G. Gilliland, W. L. Mulcahy and E. G. Redmond, Third, have been crowned, at least in spirit, if not in person. The winner, Mr. Gilliland, became so enthused over winning that he rushed out to a public ping pong place and took on the Pacific Coast champion. Result: he has decided that with eight years more practice he will know the game thoroughly. His trouble was that he thought he was playing the lowly cashier when he really turned out to be a slicker. Better luck next time.

## Bowling

By J. H. McCORNACK

The winter bowling season of the Broadway House League ended with the Los Angeles Railway Club staging a rally that put the gallery on edge with excitement and carried the Club into fourth position.

Captain Ed Fleming deserves a lot of credit for piloting a new club that near the top. He got away to a slow start. Much valuable time was spent in organization. In fact, the season was well along before he gathered together five men who would show up regularly.

The final line-up consisted of A. Bock, G. Oliver, W. Nolf, D. Rishel and that good old anchor man E. Fleming.

Ed is going to take a life size picture of the head pin for George Oliver and take first money in the League this fall.

## Night Ball

By F. F. ROBEY

The Night Ball Team of Division Five Mechanical is sure getting impatient. While they are not fully organized, it is understood that Andy Anderson will manage the team again this year, and that Gene Lockridge will do the pitching.

"Slim" Ellis, who suffered three broken ribs and internal injuries last season, will do his playing from the bleachers this year.

Several new men have shown up and it looks as though we could go ahead and issue a challenge. So, any time you ball players are ready for a game just get in touch with Division Five.





### Division Four Baseball Team

Standing, left to right: A. Hancock, Utility; M. B. Whitaker, Utility; R. A. Lagattolla, Utility; L. W. Fry, Left Field; A. F. Lynn, Utility, and P. Knight, Short Stop.

Seated, left to right: E. E. Vogel, Right Field; W. C. Fleming, Second Base; C. E. Cosner, Center Field; C. A. Bell, Utility; A. E. Vejar, Manager and Captain; J. Eddie, Pitcher; W. M. Vaughn, Utility; R. A. Baudisch, Third Base, and W. M. Dent, First Base.

## Play Ball! - Play Ball!

By LESLIE F. SPARKS

The 1935 baseball series started with a bang on March 17th with a triple-header at the baseball field in Vernon.

As Mr. Knittle, Scribe at Division Four has consented to report all the games for Two Bells, this column will try to give general news and high lights of the various activities.

As President of the Baseball League, the writer was given the honor of pitching the first ball which might have been called a strike had there been an umpire there to call it. However, the batter took pity on old age and inexperience and let it pass. Anyway we all had a lot of fun and enjoyed a day of sport.

It is too bad that, owing to the fact that we have three games, it was found necessary to limit the games to seven innings or a two hour limit. Those who want to see more baseball than that only have to wait thirty minutes till the next game, and at that it takes from 10:00 a. m. until about 5:00 p. m. to play them all.

Our second days sport was nearly marred by the rain on Saturday but by sanding the wettest spots Sunday morning we got by very well. There have been a number of improvements

made in the field, thanks to the Management of the Company. The screen in front of the grandstand does not interfere with the vision but does protect the spectators and saves a lot of foul balls.

We were given splendid financial assistance by both the Company and the Employees Association, and will be able to play nearly half the season. There will be need later for more money for balls and bats. Any one so inclined may donate to the team Captains and be sure that it will not only be welcome but badly needed. At any rate come out to the games and if you feel that you cannot afford a donation you will be welcome just the same. Eats can be obtained at the game, so come out prepared to spend the day. **AND**, don't forget the fact that Pacific Boulevard is a one-way street. The police of Vernon don't forget.

The Firestone Company's second team has challenged the Los Angeles Railway team that lays off each Sunday. They have one of the best baseball fields in the city. If the team accepts Firestone's challenge, go to see them play as there is nothing that gives a team pep like having a lot of fans at the game.

Next Sunday and every Sunday thereafter until August 4th, at 10:00 a. m. the games start, barring rain. In case of rain the schedule moves up

one week. Come out and give the boys support. They are devoting a lot of time and energy for your pleasure.

## Home Run Fund

By C. J. KNITTLE

One of the latest innovations for keeping up the batting efficiency of Division Four ball players is a Home Run Fund. Each Division Four man is urged to drop a nickel in the Home Run Box. At this rate the fund will provide enough money to award each player making one a "Home Run Dollar". Manager Billy Vejar started the movement by putting up a dollar of his personal money for the first home run.

The Team thanks C. D. Clark, "The Traveling Salesman", for his contribution of \$1.00 to the Home Run Fund.

## Ping Pong at Sixteenth

By J. H. MCCORNACK

The most important sport event of this month at the Sixteenth Street Coach Division is a Ping Pong Elimination Tournament. There are thirty-two entries and from these a club of three men will be selected. This club will challenge Virgil Street for a play-off series.





### Division Five Baseball Team

Front row, left to right: C. F. Smith, Utility; E. L. Seale, First Base; Gale Burlingame, Catcher; Les Lininger, Pitcher; Oscar Lund, Captain and Third Baseman; R. C. Beale, Center Field; Mickey Ryan, Catcher; J. C. Wyrick, Utility, and W. H. Ritter, Right Field.

Back row, left to right: M. J. Misko, Pitcher; L. E. Barnett, Utility; A. R. Weeks, Second Base; W. Leffingwell, Short Stop; Roy Platner, Manager; T. Y. Dickey, Superintendent Division Five; T. C. Wiley, Assistant Manager, and S. N. Duncan, Center Field.

In front row: The Bat Boy, Oscar Lund, Junior.

## Standing of Teams and Other Dope

By C. J. KNITTLE

Take me out to the ball game,  
Take me out to the game,  
Buy me some peanuts and crackerjack,  
I don't care if I never come back.  
Root, root, root for the home team,  
If they don't win it's a shame,  
For it's one, two, three strikes you're out  
At the old ball game.

Thank you, ladies and gentlemen, for joining in the chorus and if you really want to enjoy all the thrills that go with the King Bigger of American sports, Baseball, let me call your attention to our own organization of seven blue-blooded teams playing under the Lary League banner. Three games every Sunday for twenty-one weeks. A real battle for the 1935 championship, for possession of the beautiful P. B. Harris Baseball Trophy.

Never was such genuine interest shown. Never has such good spirit prevailed among players, as well as fans, as was shown on March 17th, the opening day of the season, and never was Vernon Yard Ball Park,

our home grounds, in better condition nor the teams so well equipped.

Is this interest confined to the ball players, their families and friends? By no means, ladies and gentlemen. In the very first contest, Division One versus Division Three, Superintendent George Ferguson, occupying a front seat in the stand, did a good share of the rooting while Foreman J. B. Laird of Division One took over the duties of base umpire to make sure his boys got a square deal. Mr. Ferguson actually stayed for all three games that first Sunday to get the dope on how much competition his boys would be up against this season.

In the second game, Virgil Coach versus Vernon Yard, a neutral umpire was chosen. "Tex" Bourland of Division Five accepted the job.

The third game was probably considered the feature of the day. Division Four team, winners of the 1934 trophy, played the runners-up for the title, Division Five. Superintendent L. L. Wimberly, of Division Four, pitched the first ball to Superintendent T. Y. Dickey, of Division Five. It was a high, wide and handsome ball and several fans, forgetting the new screen protection in front of the stand, scrambled for shelter.

But let's get down to figures, friends. Here you are:

#### March 17th

At 10:00 A. M.:				R. H. E.
Div. 1	000	000	010-1	3 5
Div. 3	010	000	40x-5	8 1
Means and Farmer; Woodward and Barnett.				

At 12:30 P. M.:				R. H. E.
Virgil	021	120	0-6	---
Vernon Yard	010	000	1-2	---
Time expired; H. & E. not recorded Cutler and Dummer; Burgos and Curfman.				

At 3:00 P. M.:				R. H. E.
Div. 5	000	000	000-0	4 3
Div. 4	000	013	12x-7	6 0
Lininger, Misko and Ryan; Eddie and Bell.				

The seventh team, Sixteenth Street Coach, does not appear in the above results, it being their Sunday off. Now, let's see how the teams made out the following Sunday.

#### March 24th

At 10:00 A. M.:				R. H. E.
16th St. Coach	010	100	0-2	3 1
Vernon Yard	040	120	x-7	9 1
Ford and Freal; Dyer and Curfman.				

At 12:30 P. M.:				R. H. E.
Div. 5	300	100	0-4	8 3
Div. 3	004	002	x-6	6 2
Misko, Lininger and Burlingame, Ryan; Wankier, Woodward and Barnett.				

(Continued on Page 10)



At 3:00 P. M.: R. H. E.  
 Virgil ..... 001 210 0-4 10 5  
 Div. 1 ..... 002 013 3-9 11 2  
 Dummer, Cutler and Redman; Means  
 and Farmer.

Division Four Team did not play. Evidently this day off business has a tendency to slow down the players as on the following Sunday, it will be observed, they almost lost to the Virgil Coach lads. Unfortunately the field had to be relinquished for the second game, with the score tied.

March 31st

At 10:00 A. M.: R. H. E.  
 Virgil ..... 000 010 10-2 1 0  
 Div. 4 ..... 010 010 00-2 6 5  
 Kinley and Dummer; Eddie and Bell,  
 Lagattolla, Hancock.

At 12:30 P. M.: R. H. E.  
 Div. 1 ..... 401 200 5-12 11 2  
 16th St. Coach ..... 110 004 0-6 4 6  
 McDonald, Fisher and Farmer; Oliver  
 and Miller.

At 3:00 P. M.: R. H. E.  
 Div. 5 ..... 105 011 9-17 16 3  
 Vernon Yard ..... 002 154 0-12 9 8  
 Misko, Lund and Burlingame; Dyer,  
 Fisher and Curfman.

Third Baseman Madsen of Division One is credited with the first home run of the season. The play was made in the third inning of their game, March 31st.

Leffingwell, of Division Five, and Fisher, of Vernon Yard, followed with homers in the 3:00 P. M. game.

On April 14th the teams play in the following order: Sixteenth Street Coach plays Virgil, Division One plays Vernon Yard, and Division Four plays Division Three.

On April 21st, Division Four plays Division One, Division Three plays Sixteenth Street Coach, and Division Five plays Virgil.

On April 28th, Division Five plays Sixteenth Street Coach, Vernon Yard plays Division Four, and Virgil plays Division Three.

Nothing touches any of us more deeply than to see a team battle intelligently for two hours and then lose. Ofttimes I feel that unbalanced rooting support has contributed to many defeats.

If you love baseball and want to see your team at its best, come down and root and applaud. You'll be surprised.

And now, the standings of the teams:

	W.	L.	Pct.
Division 3	2	0	1.000
Division 4	1	0	1.000
Division 1	2	1	.667
Virgil Coach	1	1	.500
Division 5	1	2	.334
Vernon Yard	1	2	.334
16th St. Coach	0	2	.000

April 7th, all games rained out.

## Births

Conductor F. P. Behnke of Division One reports the arrival of a fine baby boy. The date of arrival was March 11th, and his name is Frank Walter Behnke.

Conductor V. W. Hankins of Division One has a new son born March 21st. They have named him Marvin Vernon Hankins.

"It's an eight and one-half pound baby girl", announced Conductor Floyd Bowles, of Division Five, "and her name is Patricia Lee". She arrived on Friday, March 15th, and both mother and baby are doing fine. Congratulations Mr. and Mrs. Bowles.

It's a little girl over at Conductor James Ronga's house, and she arrived on Sunday, March 17th so she was named Patricia Roselyn. The boys at Division Five join in congratulating Mr. and Mrs. Ronga, and all say the cigars were good.

It's a cute baby girl, named Alice Lorraine, at Extra Supervisor L. V. Hoffmeister's house. She arrived March 8th and weighed eight and a half pounds. Mother and baby are doing wonderful and daddy is all swelled up. Yes, Mr. Hoffmeister is out of Division Five and the cigars were fine.

Motorman John Graham, of Division Five, was unable to take his place in the baseball line-up on Sunday, March 24th, and for a darn good reason too. His wife presented him with a bouncing baby boy, weighing seven pounds and two ounces. Congratulations Mr. and Mrs. Graham.

E. L. Irvine, of the Sixteenth Street Coach Division, reports that he is the father of a fine young son. William Lee was born March 16th and weighed an even ten pounds. Congratulations and many thanks for those fine cigars.

C. J. Bowen, of the Sixteenth Street Coach Division, has a bouncing baby girl at his home. She was born March 7th and weighed ten and one-half pounds. Mrs. Bowen and Carol LaVerna are home from the Seaside Hospital, and are doing fine.

Conductor E. F. Mark, of Division Four, announces the birth of a handsome baby boy March 11th. The little one weighed eight pounds and four ounces and has been named Edward William. Best wishes to you and yours, Conductor Mark.

We offer our congratulations to Tom Watts and Myron Hamilton, of Division Four Mechanical, each reporting a Blessed Event in his family. Tom reports a baby boy born March 3rd, and Myron a baby girl born March 14th.

Congratulations, Harley France of the Electrical Construction Department. We were sure happy to hear about the arrival of Priscilla June at your home on Saturday, March 9, 1935.

## Journey's End

Louis Flint Pruitt, Flagman in the Transportation Department, passed away March 19, 1935. He was born in Greencastle, Indiana and entered the service of this Company as a conductor at Division One on June 3, 1913, and was appointed flagman on February 28, 1923. He was a member of M. W. A. No. 9262 of Los Angeles. Mr. Pruitt is survived by a stepson.

Motorman William Henry Roper, of Division Four, passed away March 19th. A native of London, England, he first entered the service of the Company as a motorman at Division Four on August 24, 1918. He resigned May 20, 1918 but was re-employed as a conductor at Division Four on July 24, 1918. On August 18, 1918 he changed back to motorman at the same Division. Mr. Roper is survived by his mother, a sister and a brother.

Elmer Green, Watchman in the Engineering Department, passed away March 29th. He was a native of Morton, Wisconsin and was employed by the Company as a pipe fitter in the Mechanical Department on January 8, 1912; was appointed air brake man January 1, 1932 and watchman on September 16, 1932. Mr. Green is survived by his wife, three sons and three daughters.

## Sympathy

The many friends of Lloyd William Slocum, Checker in the Schedule Department, wish to express their sympathy to him on the passing away of his wife who died March 13th.

## Appreciations

Appreciations for kindly sympathy and help and for beautiful floral offerings extended to them in their recent sorrow, have been received by the Company from: Frank Howard and Daughter; J. J. Inman and Family; B. M. Wall, Stepson of L. F. Pruitt; L. W. Slocum; and Mrs. May Green and Family.



# LAFFS

Judge: "One year and fifty dollars fine."  
Prisoner's Lawyer: "I shall make a motion to have the sentence reversed."  
Judge: "Motion granted. Fifty years and one dollar fine."

"Mother, may I play with Tommy Smith?"  
"I don't like that Smith boy."  
"Well, can I go and have a fight with him then?"

Judge—"And what did you do when you heard the accused using such awful language?"  
Policeman—"I told him he wasn't fit to be amongst decent people and brought him here."

## Tax Payment Plan

An easy method is provided for the payment of delinquent taxes by adopting the ten payment plan. Taxpayers have until April 20th to make first payment. All penalties are waived for 1933 and prior years. Statements should be applied for promptly at the office of H. A. Payne, County Auditor, Hall of Records.

## Notice to All Employees

The wife of Frank R. Howard, Conductor, Division Four, died March 6, 1935. Mr. Howard was paid under Wives' Death Benefit Fund Assessment No. P-82. Deductions were made on payrolls ending March 15, 1935.

\* \* \*

The wife of James J. Inman, Assistant Foreman, Division Four Mechanical, died March 11, 1935. Mr. Inman was paid under Wives' Death Benefit Fund Assessment No. P-83. Deductions were made on payrolls ending March 31, 1935.

\* \* \*

The wife of Lloyd W. Slocum, Checker, Schedule Department, died March 13, 1935. Mr. Slocum was paid under Wives' Death Benefit Fund Assessment No. P-84. Deductions were made on payrolls ending March 31, 1935.

The wife of Earl Sullivan, Conductor, Division Five, died March 27, 1935. Mr. Sullivan was paid under Wives' Death Benefit Fund Assessment No. P-85. Deductions will be made on payrolls ending April 15, 1935.

\* \* \*

Each of the above assessments paid approximately \$485.00.

R. A. PIERSON,  
Superintendent of Personnel.

"Is this a healthful town?" inquired the home-seeker of a native.

"Yes, certainly," was the answer. "When I came here I hadn't the strength to utter a word; I had scarcely a hair on my head; I couldn't walk across the room, and I had to be lifted from my bed."

"You give me hope!" cried the home-seeker with enthusiasm. "How long have you lived here?"

"I was born here," replied the native.

Judge: Did you steal this rug?

Tramp: No, a lady give it to me and tol' me to beat it.

Broker: I put a friend of mine on his feet three times in the last five years.

Jones: Oh, that's nothing! I put a friend of mine on his feet fourteen times last night.

"Miss Singleton is worried sick after going to see that second fortune teller."  
"That's strange; the first one made her feel very happy."

"Yes, but one told her she would marry a man with plenty of money and the other that she would receive a proposal from a counterfeiter."

Mr. Dollar (arriving at a dinner party with family): "Please announce Mr. and Mrs. Dollar and daughter."

New Butler (announcing in a loud voice): "Three bucks!"

"When I put the ball where I can reach it," said the stout golfer, when asked how he liked the game, "I can't see it, and when I put it where I can see it, I can't reach it."

"I'm sorry," said the diner, "but I haven't any money to pay for that meal."

"That's all right," said the cashier. "We'll write your name on the wall and you can pay the next time you come in."  
"Don't do that. Everybody who comes in will see it."

"Oh, no, they won't. Your overcoat will be hanging over it."

"He's been sittin' there all day, doin' nothin' but wasting time."

"How do you know?"

"Because I've been sittin' here watchin' him."

All men cannot be THE best, but every man can be HIS best.

Division  
One  
H. N. COLE

In the last issue of Two Bells we mentioned the fact that Conductor Lee Adkins contacted numerous curves on the "H" Line. Now Supervisor Gilmore offers a suggestion that it all depends on the nature of the curves as to whether or not they are pleasing to the eye. He says there are curves and curves, but he has his suspicion. Apparently all doubt is now dispelled since Lee has bid in a run on the "R" Line. Any way we will give him the benefit of the doubt.

The other Sunday Conductor B. Olsen and his wife took a flying trip to Boulder Dam. They gave it the once over and drove back on Sunday. They reported a fine trip, and well worth your while to take in this wonderful sight.

Conductor Sam Goslee was reminded of getting money from home a few days ago when he received a money order from a passenger for five dollars, as a reward for returning a package he found on his car.

A short time ago Operator W. H. Stanley almost overslept, so he rushed himself into his clothes and beat it. During the day he began to feel uncomfortably warm, and on investigation he found that he had rushed into his clothes without removing his pajamas.

If Conductor G. M. Greenfield should open his mouth wide enough to discover the loss of a tooth, don't think for a moment that it was the result of a personal encounter. Far from it, as he paid good money for the operation.

Conductor L. Rasmaussen has begun to look like himself again after an attack of pneumonia which kept him in bed for two weeks.

Conductor Colossi has reported for duty again after being confined to his home for

over a week on account of illness.

Motorman George Elder was trying out his new store teeth, and what a punishment! He couldn't talk without them and he couldn't talk with them, so Motorman F. P. Danna, (the former subway motorman) made every effort to persuade him to engage in a conversation with him. George tried ever so hard, but if he said anything that could have been understood, no doubt it would have been unprintable, but all the same Danna had lots of fun and so did George.

So far, Conductor Tommie Noteman isn't high-hatting anybody, but we understand he has taken up golf, so he is liable to start something. Once a week, his day off, Tommie and his Motorman, J. Waddell spend the best part of the day at the Belle View Golf Course. Waddell is an experienced player and Tommie is his student. The next thing to expect is that Tommie will be growing a cute little mustache.

It seems that while Conductor A. A. Phillips may not sell as many Passes as Conductor Sam Goslee, to him goes the credit for honoring the biggest bunch all at once. One of his passengers on displaying his current Pass, also exhibited forty-four more, one for each week since the Passes came out. Phillips says he seemed to value them very highly.

Misfortune overtook Motorman E. Riley a few weeks ago when his machine turned over when he was making a sharp turn to avoid colliding with another machine. He was put out of commission for over a week, but he is back on his run now and going strong.

Motorman L. G. Nethersole is back on duty again, after being confined to his



home for two weeks nursing a case of illness.

Motorman F. O. Osbourne has treated himself to a new Chevrolet and he is still speaking to his friends.

Frequently seen around the Division is Operator T. H. Perkins, who is still nursing an arm that was broken several months ago. It seems that an operation had to be performed and a silver connecting rod or something inserted in place of a bone that had to be removed.

Motorman C. E. Crownover who has been on sick leave for several months, has recovered sufficiently to be back on his run.

Motorman O. Daniels has been detained at his home for two weeks trying to shake off a severe case of near influenza. He is back now and feeling fine.

Motorman B. A. Johnston has returned to his duties after being on sick report for several days.

According to rumors around the Division, the young lady who meets Conductor C. M. Greenfield almost every night when he gets off his run, will at an early date, be waiting for him at home with a nice hot supper. It is reported by his most intimate friends that he is contemplating marriage within the next few months.

Conductor G. E. Robinson has returned to his duties after a months confinement at home on account of serious illness.

Motorman A. B. Stewart has recovered from his illness and is back with us and going strong. He was off duty for three weeks.



## Division Three

L. VOLNER

If you notice any of our baseball fans talking a bit husky you can lay it to the fact they have been in attendance at Vernon Yards since the annual baseball season has opened.

Division Three team looks very promising and every member is doing his stuff. Thanks to our superiors for the wonderful cooperation. The League is playing on a very good diamond and from the material which comprises the various teams it looks like a hard fought contest all during the present season.

Take the family out to see the game and give the boys all encouragement in every possible way.

Remember the benefit dance for Division Three Baseball Team to be held at the Wednesday Morning Club House, 220 E. Avenue 28, Saturday, April 13, 1935, 9:00 p. m. Take "2" car to Avenue 28, walk one block west. A gala night. Bring the family and sweethearts. Given under auspices of the Transit Employees of Division Three. Music by L. L. Sweet's Orchestra. Admission, twenty-five cents. Door prizes.

During the past month, on several different occasions especially just after pay day, a photographer has been hanging around the entrance to the Division. Business must have been good, but you

know how timid they are and what a dislike our boys have for publicity, so we could not get one of those photographs for this column.

Conductor L. E. Thompson is back on the job after a two weeks visit to the Southern California Hospital where he underwent an operation on his nose. While Mr. Thompson was in the hospital, his stepfather passed away.

As Motorman W. W. Taylor and wife were walking home along West Avenue 28 one evening, just after dark, they noticed two Mexican boys walking slowly behind them. Mr. and Mrs. Taylor reduced speed to let them pass, and as they did so one tried to grab Mrs. Taylor's purse, but failed in the attempt. Mr. Taylor gave chase but the boys were too swift and got away.

On the last day of February, about one hour after his run had gone out, Conductor Harry Beals came into the assembly room. The boys all knew he had missed out, and Mr. Beals said, "The clock failed to go off, but I won't make any excuses." Seems that when an old-timer misses out the younger bunch get much satisfaction.



Christina Lee Fleming, 11 year old daughter of Conductor J. P. Fleming of Division Three.

During the past month Conductor G. C. Rowe slipped on an orange peel, fell and sprained his wrist. His hand and wrist were badly swollen, causing him to be off duty for some time.

Conductor W. D. Potts was called back to his old home in Central Arkansas on account of the accidental death of a brother. Division Three extends sympathy to Mr. Potts.

After several weeks on the sick list, Conductor R. C. Frost is on the job again.

While on duty Conductor W. R. McIver was injured, causing him to be off duty for several weeks, but he is now back on the job doing his stuff.

The boys are trying to figure it out but have not succeeded. Three days after St. Patrick's Day, on March 20th Motormen R. P. "Bob" Frasier and C. E. "Zim" Zimmerman failed to show up. Both of these gentlemen work on the Five and Six Line and their early customers were wondering what had become of them.

After several weeks spent with friends in New Mexico and Colorado, Conductor J. H. Demaree is back on the job again.

Conductor J. G. Visser, who suffered a broken arm several weeks ago, is now greeting his many friends on Line "L".

Conductor L. D. Gray spent ten days

resting during the past month.

When the new schedules for the "W" Line were posted and it was seen that Division Three was to have all that Line, there was great rejoicing among most of the men, but with some it was not so greatly enjoyed, for we were to lose the "B" Line. Operators J. P. "Stucco" Fleming and J. Naggie are talking of going to Division Four so that they might get to work on their favorite line. We know these boys will be greatly missed along Hooper Avenue, but if they would just be as accommodating on the "W" Line they might gain much popularity along Washington.

On the nights of April 2nd and 3rd a general choice was taking place at this Division, and many old friends had the opportunity to renew old acquaintances.



## Division Four

C. J. KNITTLE

Well, folks, March turned out to be a rather eventful month for some of our Division Four trainmen as well as the Baseball Team. Three prominent trainmen were married. Two others were held up on the road. One other announced the birth of a son. One beloved old-timer died suddenly. Three members of our office staff had birthdays in March and Clerk E. Ellis celebrated his thirty-fifth wedding anniversary on March 12th.

\* \* \*

### Congratulations!

Yes, Mr. and Mrs. Ellis, we congratulate you sincerely as you stride, arm in arm, past the thirty-fifth milestone of a happy married life. May each future year bring its wealth of good fortune, good health and added happiness.

Foreman B. B. Boyd, Mrs. Esther Pearce, Stenographer, and E. E. Johnson, Extra Clerk, had birthdays in March. Their ages? Aw, don't be personal.

\* \* \*

Motorman Wm. Roper has passed away. The news was a shock to many Division Four trainmen. Motorman Roper was one of our oldest old-timers. In August, 1917 he was employed here and served as motorman and conductor until May, 1918 when he resigned. He was re-employed in August 1919 and served faithfully as a motorman since that time. Roper never married. He was fifty years of age, was born in London, and is survived by one brother and one sister in England. Throughout his period of service, Motorman Roper maintained an excellent record for loyalty and safety. On March 19th he was found dead in his room. We sincerely regret his passing.

Conductor J. E. Koerner, working a Pico Owl shortly after midnight on March 11th, glanced up after leaving Brooklyn and Rowan terminal and thought he was looking through the Broadway tunnel. A sharp order, "Let's have it!", changed Koerner's mind. He was looking into the muzzle of a ban-



dit's gun. Koerner lost his changer and \$20.85.

On the same night Operator M. J. Storer on Line "2" was relieved of \$14.00 in a hold-up at the north terminal, Montecito Drive.

\* \* \*  
**Weddings**

Conductor Charles L. Ellrott received the first congratulations for March nuptials when he announced his marriage March 4th. The bride's name was given as Beryl Adelaide Ellrott.

\* \* \*  
Conductor E. L. Bailey informs us he has been muchly married since February 3rd when he and Mrs. Edith F. Houck took the solemn vows at the Wedding Chapel on North Broadway. Congratulations and best wishes to you, Mr. and Mrs. Bailey.

\* \* \*  
And here's a surprise package for Division Four trainmen. Conductor Billy Warren, who has been confined to the Instruction Department since the strike, announced his marriage to Mrs. Ruth Pearl Berryhill in Las Vegas on March 15th. The ceremony was followed with a one thousand mile honeymoon trip to Boulder Dam and neighboring points of interest. The feature of Billy's marriage is that Motorman E. V. Berryhill is a son of the new Mrs. "Billy" Warren. So Billy becomes the papa. Our congratulations and best wishes to you, Mr. and Mrs. Warren.

\* \* \*  
March 13th was Conductor T. C. Isbell's birthday. Isbell is a regular patron of Ann's Two Bells Cafe. Ann not only wished him many happy returns of the day, but she presented him with a gift that would keep up his good health—a bottle of Nujol, a package of "stationery" and a lollypop.

Conductor W. M. Dent, who recently changed an 1804 silver dollar, and later sold it to a collector of rare coins for \$74.00 is kicking himself these days. He has learned that various collectors throughout the country are offering from \$120.00 to \$2000.00 for that particular coin.

Division Four's half of Line "W" has been assigned to Division Three and the entire "B" Line has been transferred from Division Three to Division Four.

Division Four lost 33 full "W" runs and received 37 full "B" runs. The fact that the "B" Line is a one-man line caused many trainmen to believe a number of men with regular runs would go back to the extra board but after the general shakeup was held (March 23rd) twelve of the "top" extra men had received regular runs. The open runs on all other lines had been overlooked in their previous predictions.

Supervisor "Red" Gilmore may be looking for some comment on a dance which Sunrise Post, American Legion, put on March 16th at their hall, 828 So. Hicks Street. Supervisor Gilmore founded this Post and is the leading spirit in its social events. Well, Red, we (my party and I) had a "hell-arious" time. Tell us when you are going to hold another.

Motorman Eddie Foy Mills is not re-

lated to the famous comedian.

One of our "P" cars was drifting up to Georgia Street (a time point) one day recently when a nervous, elderly woman suddenly turned around and asked the conductor, "Can't you run any faster?"

"Yes," he replied, "but I have to stay with the car."

Conductor Joe Cresto is evidently a good judge of character. One day recently a passenger who rides frequently on Joe's "P" Line Owl wanted a Weekly Pass but only had eighty-five cents in his purse. Joe insisted he take the Pass anyhow and pay the balance later. The next night the passenger boarded again and made Joe accept one dollar and fifteen cents. The dollar was pay in advance for the following week's Pass.

Conductor D. L. Adams has purchased a 1935 Plymouth sedan.

Motorman B. C. McCann had all four wheels stolen from his Ford on March 20th.

Remember when we were kids, how folks used to sap, "Snips and snails and puppy dog tails, that's what little boys are made of?"

One of our brand new conductors recently said he believed trainmen were made of 60% coffee and 40% doughnuts.

For several weeks Motorman J. L. Smith boasted to Clerk Nelson what a good cake maker he is. Finally Nelson began hounding Smith for some evidence of his efficiency. On the morning of March 22nd Smith proved his claims by presenting Nelson with a delicious, three layer angel food cake, well iced and handsomely decorated. Nelson left it on display in the office and later in the day Smith returned and suggested they cut it and pass it around. Needless to say the cake was completely consumed in a very few minutes.

The team was "rarin' to go" when the Lary League season opened March 17th. Four weeks previously Division Four played Swift and Company. The result



Here we have three year old Janice Larsen, tightly clutching her two and one-half pound all day sucker. She is the daughter of Conductor Lenard Larsen of Division Five.

was a tie, 1-1. A week later the Division Four boys defeated Zinkes Shoe Repair, 11 to 8. On March 3rd they again won from the Triangle Players, 5 to 2 and on March 10th they defeated the Sunrise Post Cubs, 3 to 2. Now turn to the "Sport Section" for their more recent accomplishments.

The boys of Division Four wish to express their deep sympathy to Conductor Frank Ralph Howard upon the death of his wife on March 6th.



FRED MASON

Well boys, the baseball season has started, and we started out with losing the first two games. However, they were both very close games, and now that we have got those two games out of our system, watch us go from now on. We have a far superior team to that which carried us to second place last year and Manager Roy Platner is willing to bet all the tea in China that we will not finish any worse than second this year. "Tex" Bourland is going to forsake his "Old Timers" Team long enough to take his place as coach at third base, and that in itself is going to mean lots.

Motorman E. L. "Jack Rabbit" Lewis is getting all set for the opening of the Coast League, and is willing to bet that Los Angeles will win the opening game with Hollywood. If you think that way too, then he'll bet that Hollywood will win.

It was sure a pleasant surprise for Motorman Dave Cuthbert when he went to drive his car out of the garage to find it equipped with a nice Silvertone radio. After a week of wondering where it came from he discovered that it was a present from his daughter.

Motorman Bert Davenport, who trips back and forth on the "V" Line, is still asking about that torch factory on East Vernon. He wants to know if that's where all these torch singers are made. The answer is "No, just old flames".

This nice weather we are getting is sure bringing out some nice, new automobiles. Mr. Dickey steps out with a swell Hupmobile sedan; Conductor H. L. Raines, a Chevrolet sedan; and Foreman Jim Madigan had a brand new top put on the old Buick, and it ain't a-going to rain no more.

Several of you old timers here will remember Tom Bennett, who used to work the back end out of this Division. It must be almost twelve years since he left to go to Indianapolis, Indiana. We received a letter from him recently in which he states he is getting along O.K. and looks forward to receiving "Two Bells" every month. Says it is likely he will take a trip to Los Angeles this summer. Here's hoping Tom will be able to make the trip and renew old acquaintances.

Motorman Bill Openshaw decided to go in for farming and is going up to his place in Washington, about twenty miles from Tacoma. He resigned on April 1st



and we wish him the best of luck in his new venture.

Conductor Floyd Graves says, when driving home in the wee small hours of the morning, it's a toss-up whether to make boulevard stops or take a chance on running them and getting pinched. He was driving home about 1:00 a. m. one morning recently, and was just a few blocks from home and had to make a boulevard stop. Two uninvited guests got in with him and ordered him to drive south. When he saw the glint of steel, he did so without question and upon arrival at 96th and Vermont he was told to stop. His two non-paying passengers then relieved him of his change, both small and big, and then ordered him to "Get", which he did. Tough luck, Floyd.

Conductor H. H. Lang who, it is rumored, has fallen heir to a small fortune, is off on sixty days leave, and is spending most of the time in Dupree, South Dakota.

Conductors George Ritter and "Bud" Huffmeier are oiling up their reels and binding their fishing poles so as to be all ready to shoot when the word comes that they are running.

Conductor George Case has been trying for years to catch some fish, and we are afraid that some day he'll land one. Stay with it, George.

The boys of Division Five express their heartfelt sympathy to Conductor Henry Thagard, whose father passed away on March 13th, and to Conductor Tommy Carey, whose mother passed away on March 23rd.

The boys also wish to extend their sympathy to Conductor Earl Sullivan whose wife passed away March 28th.



## ELECTRICAL



WALTER WHITESIDE  
LINE

The other pay day Roy Davis came running to the spot where the checks are passed out, puffing like an old steam engine and trying to explain that he forgot it was pay day.

According to all reports, Frank Whitley got his front teeth knocked out while working on the job. He says a hanger hit him. This sounds reasonable enough, but some of the boys are wondering if he didn't speak out of turn.

Louie Hunter claims that he got up in time, even in plenty of time, to cook his own breakfast, but why did he come to work with his suspenders hanging down?

Although the horses have moved up north, we still have some touts here who could not leave, one being in the person of Dick McDevitt. It seems that Dick got everyone in sight to bet their money on a certain horse that was supposed to be a sleeper, Dick getting this information from a stranger. The horse was sure a sleeper which almost caused everyone

who bet on him to fall asleep when they found out that the stranger whom Dick received the tip from was a front man for the bookie.

O. J. Moser sure has a hard time keeping track of all the banquets he has to attend.

Operator 18x717 reported that something very mysterious happened to Bill Conway. On closer examination it was found that he had his eyebrows shaved, plucked, and dyed a dark black.

Introducing Deputy State Fire Marshall No. 483—L. A. Reeves.

### SUBSTATIONS

Sorry to report that Chas. Coe has been off sick several days during the past month. Incidentally when we inquired about his cat's whereabouts the past month, he informed us that it disappeared for a few days but did like all cats do, returned.

Also wish to state that Ira Hearne was ill during the past month, his trouble being reported as in the heart. We would think more seriously of this if he were a single man.

Anyone interested in obtaining fine squabs see A. Crum, who has gone into the business of raising them since he caught one at Plaza Sub the other day.

It is reported that F. U. Allfie takes the keys to the car to work with him so his wife won't be able to drive. To make matters worse it was a rainy day.

R. A. Horn enjoyed a very wonderful trip to Mojave to see the wild flowers.

Allan Barrett reports the new road from Wheelers Hot Springs to Maricopa OK, even if he was warned not to take the trip as there was too much snow.

W. G. Clardy is keeping bachelor quarters now as his wife is taking a trip to Kansas.

G. Sherrill reports plenty of snow at Camp Baldy this year.

Wonder who the widow is interested in on Soto Street near 6th?

Everyday about an hour before he goes on duty, Geo. Gouge can be seen spading up a section of ground at Soto Sub. Fred Warrington inspects this plot every day to see if flowers or vegetables are to be grown.

Howard Jones should be congratulated for his very beautiful photographic display of desert wildflowers in the display windows at Seventh and Spring Streets.

It has been suggested that Bob Bass get a rubber watch-case when he makes his mystic demonstrations.

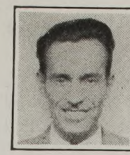
Load Dispatcher Thurtell and family spent a very enjoyable trip to Lone Pine, running into a snowstorm. They visited the Fish Hatchery and Petrified Forest.

### ELECTRICAL CONSTRUCTION AND BONDING

Since Dick Payne moved out in the country he has purchased several cans of paint known as "COW-WHITE." Suppose he is painting the horses with this to fool the public.

We were sorry to hear that Bill Boyd had to take a few days off due to illness.

See another part of this issue for full information regarding a new arrival at the home of Harley France.



F. ARLEIGH FRAZIER

Ray Ernst, J. E. Spicer, John Bladel and W. W. Huskey ride home with E. Edwards in the Hawthorne Express. The other evening something went wrong with the clutch so Bladel asked E. J. Lindy for a ride so as to stop at Edwards' home and send his boy back to tow the Express. While they were gone Edwards put the car in high gear, they all pushed and got the car running and by running signals and boulevard stops with the aid of private flagmen, each man taking turns flagging Edwards across the different streets, they beat Bladel and Lindy to Hawthorne!! SOME car Lindy must have.

W. Mayo thought he was some man. When it was cold weather he worked around the Shop without a shirt; now that it is warmer he wears a wool shirt and eats cough drops.

W. W. Huskey says he isn't a first class chicken raiser yet—at least he can't raise them off the roost after night without them making a noise.

Jim Brown says he can break up a cold right now with grapefruit, because he says it contains lots of strychnine, which is good for colds. How about quinine, Jim?

D. Jackson is looking for the man who throws paper on the floor.

C. L. Nichols has a new arrival at his home but this kid happens to be a goat.

L. M. Campbell and G. H. Herbert returned to work from sick leave.

Merlin Johnson and D. Saurenman transferred from the Truck Shop and Ben Pecoy transferred from the Air Room to the Carpenter Shop.

Ray Ernst has a baby calf at his home. Mother cow and calf doing nicely. How about the cigars, Ray?

A. Prenger's brother and family were in an automobile accident. They were all badly injured. His brother's wife has since passed away. The accident was caused by a hit and run driver in a stolen car.

J. A. Dye, of the Carpenter Shop, is running for council in the Fourth District of Inglewood. He has incorporated something in his platform the rest of the candidates haven't. That is he will see that cans and garbage are picked up twice daily.

Erick Dahlholm has purchased a ranch near San Bernardino and is going into the business of raising Swedish chickens.

Bill Stulkins says the horse he fell off of was no gentle horse.

There is a replica of King Solomon's Temple in Store No. 2.

Bradley says the dust storm is what causes him to miss the rain predictions lately. He says he can't see his special star.

E. Porter had his tonsils removed. H. Farnell is off sick.

The old war game has started between H. Bonsall and Atkinson now that the Angels have started the ball season.

Ted Ormston bumped into the latch on his car door and cut his forehead. (He says).

We were sorry to hear of the death of



Miss Louise Beatrice Andrus, one of the twin daughters of Fred Andrus.

Howard Bonsell, who has been employed in the Paint Department for a number of years, resigned to take a clerical position with the Reading Baseball Club, in Pennsylvania.

May we take this opportunity to wish Mr. Bonsall success in his new adventure.

John Mathis set sixteen dozen eggs and they were just about ready to hatch when the gas went off, spoiling all the eggs. John was terribly mad at the Gas Company but you just must pay your gas bills, John.

Russell Litz and William McCrae are new men in the Truck Shop.

Sid Ormston went home the other night without his shirt. It seems the truck men got tired of his old ragged shirts and made little pieces of it.



## 16th Street Coach

J. H. McCORNACK

As the vacation season is rolling around many and diversified are the plans being made by the men. It seems that they will scatter far and wide over the country, some visiting, some leading jazz bands, others accepting important stage positions while some may go to Washington to induce Congress to make bigger and more worthless loans.

That master Supervisor, Fred Ballenger, can keep Operator Luback running on time if he turns him back often enough.

It is reported that Joe Dias is unable to tell when his gas gauge points to one-half whether his gas tank is half full or half empty.

G. F. Buckman wants it clearly understood that he has an option on a conductor's run on Angel's Flight.

Moose Goehler is still practising ping pong.

A. H. Mann is with us again. He has been off for forty days with a slight attack of infantile paralysis. By prompt treatments he has warded off any ill effects.

L. G. Hobbs was flagged down by a lady at Bundy Street but she did not want a ride. She just wanted a schedule.

A nice blonde operator is wanted to answer the telephone calls for Mr. L. D. A. Wood.

W. C. Stewart had his jacket stolen. With two policemen he bravely walked in a house and recovered it.

W. C. Adams is one of those fellows who believes in having something to do with his spare time. He is Adjutant of the Post No. 1732, V. F. W. He is Custodian of the Crummy Duffle Bag of Zip Zag Pup Tent No. 18 Military Order of the Cooties. He is a member of the Degree Team and Publicity Chairman of the California and Nevada Veterans. Anyone interested in the doings of the Veterans of the Foreign Wars or interested in joining any of their organizations get in touch with Mr. Adams.

That Van Ness flash, B. Kirk, is on a thirty day leave of absence to go back to the Middle West to see if the dust storm covered up any of his relatives.

L. D. A. Wood has checked in on time for a full week straight.

Pedro Griffith has had running change ever since the Santa Anita races closed.

## GARAGE

Word has been received from Buck Jones telling us about his trip back to Richmond, Virginia. He took off Monday morning, March 11th, in his plane and experienced the worst weather imaginable. The rain came down in torrents through Kansas and Missouri with blinding snow and sleet over Kentucky and West Virginia.

At 5 a. m. Tuesday Buck was over the mountainous country of Kentucky when his motor started to lose revolutions. From 1875 it had fallen to a bare 1200. Nothing but tall trees and deep snow underneath. It was a bad spot. A "coach change" was needed badly.

He had decided that there was nothing left to do but come down when he remembered about a pint of "Seagrams" under the seat, placed there for just such an emergency. A stiff drink not only warmed his stomach but gave him an idea. It was to turn the magneto switch off and on to make the motor backfire. The result was most gratifying. The motor would run perfectly for 3 or 4 minutes till ice again formed in the carburetor and the process would have to be repeated. This made plenty of noise and as he was over typical "moonshiners" country he tried to gain altitude for fear the natives would take a pot shot at him.

In a blinding snowstorm he flew right over Richmond and was about 10 miles out in the Chesapeake Bay before he discovered his mistake. When he saw the blue water of the Atlantic beneath him it is needless to say that he made a quick reversal of direction. By sheer good luck he located the delta of the Jones River and started upstream dodging boats and bridges. In fifteen minutes of low and wild flying the airport was located. He felt much better and drank the rest of the "Seagrams".

On account of the severe illness of his sister he will be needed there for a while.

Oh, for the life of a playboy. H. Nordmark is starting the vacation season this year with an ocean voyage to Hawaii. He is sailing on the S. S. Malolo June 8th and has reservations on "C" deck so that he may see the sea. He could not reach for his purse quick enough when the agent told him that the reservations for girls on this trip was very high.

We are just as glad to have Mrs. Emogene Rippert with us as when she used her old name, Mrs. Emogene Phipps.

H. M. Beck of the Gas Station is one of those boys with steel nerves who likes to go places and go places fast. He is in the motorcycle races with the 45 Club and races nearly every Sunday on his Henderson Big 4.

Our personality boy, Lee Bignall, resigned March 22nd and from now on this column is apt to be very flat. Lee expects to take to the open seas where men are men, with the destination of China. We hope that he will send us

a post card.

Wesley Nolf is planning a trip to Detroit this summer. He is going to drive the Hudson back there and trade it for a new car. The boys have told him too many times that it uses too much gas.

Reports from the west end of the Garage are that Eddie Serabia knows no music, knows no song and cannot carry a tune even in his tool box and is Public Enemy No. 1 to the music world.

We have two new men at the Garage. They are Earl F. Skinner, from Division One and Johnnie Walker of Division Five.



Grandfather Sam Turner of the Garage, submits a picture of his two granddaughters for your approval. On the left is Miss Joan Mae Walker age 13 months, and her playmate is Miss Judy Ann Williams age 7 months. We think that Sam has a fine pair of grandchildren.

Paul Wood has been losing so much weight that it has been necessary to transfer him to the First Shift so that he could get some sleep.

O. L. Knox is back again after being on the sick list because of gasoline burns.

Chief Clerk F. O. Rowbottom and family, including his mother, Mrs. J. A. Rowbottom of Bristol, Wisconsin, made an overnight trip to Bakersfield and points north to view the wild flowers. They think that the snow-capped mountains covered with the brilliant colors of the many varieties of flowers is the most beautiful sight they have ever seen.

Ray Anderson was also a visitor to the wild flower country.

John Marvel kept bumping a Buick all the way to work thinking it was Jimmie Deam. He was slightly embarrassed to find that Jimmie was already at work.

H. Pauchert has moved into a house that has a cellar for the summer.

## Virgil & Santa Monica Coach



R. E. RUSSELL

Skipper Barnes has abandoned the practice of using his spy glass looking for deep water. He is now engaged in using them to locate the gentleman who konked him.

J. G. Heinzman had his appendix re-



moved and Operator Bailey his tonsils. Both are doing nicely. W. S. Miller had a tooth pulled. Somehow it became infected and he has had quite a time.

Mrs. Cunningham, the Day Cashier has been home taking care of her mother who is now showing a great deal of improvement.

The boys with a hobby are beginning to get busy. George Troutwine has a new fishing pole and Bill Terry is planting flowers. Bill says the free wild flowers are offering real competition but he expects to win out.

The baseball season is going strong. Virgil Street won their first game against Vernon Yards and lost the second to Division One.

If you see some of the Supervisors and others walking in their sleep, don't be alarmed. It is only that they are now studying the transfer system in the class conducted at the P. E. Club, and are trying to solve their problems. Maybe we will get a new transfer system. Who knows?

### MECHANICAL DEPARTMENT

Foreman Thompson has a new Plymouth. The perfect car. The salesman told him so. The spurs he used when riding the Dodge are for sale cheap. Make an offer.

"Pop" Cull, being rather slow, drove his car in front of Howard Wallace. Result, a new fender. They say "Pop" heard the foreman blow the whistle for a telephone call and thought it was the quitting whistle. He stopped right then.

The Diesel class at Frank Wiggins Trade School is attended by several of the boys. Remember it is the coming thing.



F. F. ROBEY

### DIVISION ONE

R. O. Martin recently traded his Overland in on a 1935 Chevy sedan. Some class to that fellow now.

Johnnie Sottile was transferred to Division Three nights as a Car Repairer and what do you think, he went and bought a new Studebaker sport roadster. Be careful, Big Boy.

Earl Skinner has been transferred to the Garage as a mechanic.

W. H. Knowles has been off sick the past four weeks, but is getting better.

Paul Brown and family took a trip over the Tehachapi last week just to see the wild flowers. Claims they are a wonderful sight and worth any ones effort to see.

W. J. McCrea, Car Cleaner, has been transferred to South Park Shops temporarily, "pinch-hitting" for a mechanic who is on the sick list.

G. H. Bosler, Car Cleaner, has been transferred to Division Five as Car Repairer, night shift.

W. E. Shand, M. G. Belden, G. E. Strickland are the latest additions to the car cleaning force.

### DIVISION TWO

O. A. Kern, who was at one time employed at Division Two, dropped in the other day to pay the boys a visit, and was he surprised to see old Division Two so quiet! But he was thankful to know that the old gang was still on the job, but scattered between Shops and Divisions. He took time off to look up several of the boys who were glad to see him.

You might expect big stories from night watchmen but when A. H. Hine-man says that o'possums come to hide under the watchman's shanty — that means that o'possums are close at hand. Charles Piper heard the story and, being an old time trapper, got busy and built a real trap which was baited daily with fresh apple, but so far, no luck—just one of Brittain's cats.

W. S. Cohn was absent a few days on account of a twisted knee. His partner said he never caught Sam praying but admitted that he could do a lot of preaching when he got started.

Watchman T. J. Mize had to be in style and stay home a few days on account of just feeling bad and suffering from high blood pressure.

H. M. Guthrie and family took a real trip last week end to the Boulder Dam and on the return trip came through Odessa Canyon in the Calico Mountains. Says this is the prettiest spot of all and ranks next to the Grand Canyon.

Willie H. Turner is the new extra woman cleaner, replacing Eleanor Mitchel, who has been made regular at Division Five.

### DIVISION THREE

Sam Rosnick is on the Day Shift now. Careful Sam, until you get your day eyes and then show them how.

Clayton Clarke is sporting a new Chevy sedan. He also donated \$5.00 to Los Angeles City Traffic Court.

The fishing bug is sure starting to bite around this Division.

Jerry Lewis has his permanent false teeth now, but still talks foreign.

M. Morrison, a former employe of Division Three but now a chicken farmer at San Dimas, called to see the gang the other day and renew old friendships.

G. E. Schrader tries the broom and duster as night car cleaner, replacing T. Fletcher who has been transferred to the Day Shift.

### DIVISION FOUR

The new members to join John Thewlis's night car cleaning staff are L. H. Blaize, W. J. Hass and N. C. Paget, replacing W. H. Corwin, M. R. Houser and D. H. Sanderson, who have transferred to days as car cleaners.

Alden Weeks has transferred to Division Five days, as Car Cleaner.

The personnel of Division Four extends it's sincerest sympathy to our Assistant Foreman, J. J. Inman, in the recent death of his wife, Mary L. Inman. Interment was held at the Forest Lawn Cemetery.

Although Charles Furrer did not catch any fish on a recent trip off the coast of Catalina, he had the experience of drifting around aimlessly, because of a disabled engine, until a government boat came to his rescue and towed him back to San Pedro.

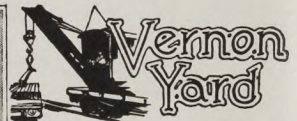
### DIVISION FIVE

Things sure look different around our place. The Night Car Cleaners are the Day Car Cleaners and the Day Car Cleaners are Night Repairman and the Night Repairman are Day Repairman, until one hardly knows who is who.

Ralph Nokes is engaged in the raising of Varmint dogs, commonly known as "coon hounds". Don't know where he could sell one but he might try "Arkansas Olie".

R. C. Litz has been transferred to South Park Shops so he could have Saturday and Sunday off, also holidays. Guess he heard that "There's gold in them thar hills", so he decided to build a hut in the heart of the hills and spend his days off in it. Good luck, "Litzy".

Johnnie Walker, Car Cleaner, has been transferred to the 16th Street Garage temporarily during the absence of one of the Garage mechanics on a visit to the East.



H. I. SCHAUBERT

Elmer Mitchel has been working nights this winter. The other day he took a Day Shift and as soon as he got so he could stand the light he had those locks shorn. Elmer says there is nothing like long hair to help keep warm on cold winter nights.

Fred Kessler is convalescing from a severe sickness and we are all hoping he has an early recovery.

Al Curfman tried to use his head for a glove at the ball game. They say he went out like a light but came up smiling and was able to play the next game O.K. Use the glove next time Al, then the ball won't bounce out of the field.

\* \* \*

### Married

Dick Brooks, one of the newer boys at Vernon Yard, got married on the thirtieth of March and while, at the time of writing this, the cigars have not appeared, they undoubtedly will before this goes to print. If so, thanks for the smokes and if not all bets are off. Any way, Dick, we all wish you good luck and the greatest happiness out of life.

\* \* \*

After nearly having a Civil War on hand last month when Plume went away with all the tools on a flat car, Cavanaugh has forgiven him and all is quiet on the "Western Front".

Annually we clean the rails on the system and it looks like the depression is over because the cleaning gang picked up \$28.00 in coin and 500 tokens. How much will you fellows charge for your place next year?

Getting back to Plume, that pale look on his face is caused by donating a pint of blood to a neighbor.

"Alas poor Roy, I knew him well", meaning that our genial Watchman, Leroy Keenan is soon to be married.

LESLIE F. SPARKS,  
Sub for Schaubert