

Two BELLS





Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

July, Nineteen Thirty-five

Number Seven

JANET C. McNEILL

Publicity Manager and Editor

The Wagner Bill

Since the National Industrial Recovery Act has been declared unconstitutional, many inquiries are being made regarding the effect upon employer and employee relationships by the recently enacted Wagner Labor Disputes Act. The question, of course, is of interest to the whole Los Angeles Railway Organization.

The Supreme Court of the United States in the decision holding the N. I. R. A. unconstitutional says:

"The attempt through the provisions of the Codes to fix the hours and wages of employees * * * in * * * intrastate business was not a valid exercise of Federal powers."

The Los Angeles Railway is in intrastate, not interstate, business. Hence, the Code under which it operated became invalidated.

It follows that the Wagner Act

would be likewise unconstitutional if it attempted to accomplish what the Supreme Court says the Federal government has no power to do. However, the Wagner Act expressly provides that it relates only to those who are engaged in interstate commerce or whose business affects interstate commerce. Hence the Act will have no application to the Los Angeles Railway and its employees.

It will nevertheless be the policy of the Company, as heretofore announced, to continue so far as it is able to do so, the practices established by the Code.

S. M. Harkins

President.

New Duties

On July 1st Mr. H. A. Perryman, who has been with the Company for the past thirteen years, was appointed Superintendent of Traffic and Statistics. The Schedule Department now reports to the Superintendent Traffic and Statistics.

The purpose of creating this new department is to centralize and coordinate the traffic statistics and research work on which the schedules are based, to avoid duplication of effort and to insure unity of policy; also to relieve the Operating Department of the burden of supervising the numerous studies which are necessary to meet the constant changes in traffic.

Mr. Perryman is well qualified by experience for the duties of his new job. His work as a statistician is well known in both this country and in Europe. He is past president of the Los Angeles Chapter of the American Statistical Association.

Provident Fund

On June 28, 1935, the Board of Administrators of the Los Angeles Railway Corporation Employees' Provident Fund submitted to its members for decision by ballot alternative propositions: 1st, authorizing the liquidation and distribution of the Fund and, 2nd, granting an extension of the moratorium. The result of the election was as follows: for liquidation, 2,045; for extension, 99.

In the opinion of the Bank, acting as Trustee for the Fund, and of the Company management the securities in which the funds have been invested will be liquidated and the proceeds distributed within thirty days. All the funds are in securities and the best market conditions must be awaited, but the liquidation is now in progress.

Thinking Ahead

By JOHN COLLINS
Supervisor of Safety

This article is to call your particular attention to four of five things which are leading some of our men into trouble.

There are a number of men at each Division who have assumed responsibility for the first time in their lives, and fail to realize the fact, for no man who did recognize it would gamble with the lives of others to gain a second or two of time. He would neither start too soon nor start roughly. He would not hold the power on too long nor withhold the application of air until too late to stop clear of an automobile standing on the track ahead. He would even sound the gong as a warning when approaching cross streets.

Interference of cars is increasing. Remember, you can only have a collision of cars at a place where there is a car to hit. If you start around a curve and there is no car on the other track near the curve, there can be no collision. If, however, a car is there, you then have all the material out of which collisions are made, and that is the exact time to see that they do not occur. This same fact holds good at all curves, at all crossovers, at all track intersections, or while following another car.

Every new man in the service, while going up or down a steep grade, should ask himself these questions: What action would I take if my brakes failed? How would I control my car under such conditions? By thinking out your moves before finding yourself in this position, you would have planned action and do the right thing without debate, instead of becoming confused, delaying the action, or doing the wrong thing.

We may know the cause of any injury but seldom know the real cause

of the accident. Here is a warning: If you are worrying about personal troubles, lay off a few days and do your worrying, because attempting to operate a street car in that frame of mind only leads to more trouble.

The Instructors in correct operation have been advised not to waste their time on the man who seems indifferent to these instructions, nor the man who will not follow them, because there are too many men who are not only willing, but anxious, to learn. The job is only interested in the man to the extent that he is interested in the job. The less he puts into it, the less he gets out of it.

We want each trainman not only to learn, but to acquire the habit of correct operation, for it keeps him out of trouble and this alone should be reason enough.

We know for an absolute certainty that correct operation cuts down accidents, simplifies your moves, makes them accurate, and diminishes fatigue. You must make a conscientious effort to acquire this habit. However, you succeed best when in competition with your own record. Yesterday it was thus and so. Now, after having had the experience of yesterday, is there any good reason why today's record should be worse?

Hearts and Flowers

For many years, Harold Conacher, Foreman of "C" Inspection floor at South Park Shops, has smoked wedding cigars on the other boys, but now it is his turn to set them up.



Dan Cupid was so persistent and unceasing with his love darts that Harold has at last decided to brave the congratulations of his associates and do his part to make the life of Miss Elsie Ward happy.

They were married June 9, 1935, at B'nai B'rith Synagogue, and left immediately for Boulder Dam on their honeymoon. They expected to take a side trip into Death Valley and other points of interest before returning. With them, go the prayers, congratulations and best wishes of their many friends.

Mechanical Meet

The regular monthly meeting of the Mechanical and Automotive Supervisory forces was held on Saturday, June 8, 1935.

William T. Brown opened the meeting by giving a series of comments on "Methods Used in Interviewing and Selecting New Men," also, "The Reaction of Those That Had Been Approached Regarding Advancement Opportunities."

J. T. Watts responded with a very interesting paper.

C. H. Heywood gave a very interesting explanation of his experience in using employe's name cards, form No. 231-E, which are used by the foreman assigning and following the progress of the various employes under his supervision.

Harry Longway said that his use of the cards had been very satisfactory.

J. T. Watts said that he had been using a follow-up system for a number of years, using a journal or log-book as the assignments to the individual men were made, and thought this an advantage on account of it creating a permanent record.

H. E. Jordan explained the original intention of the cards was to provide the foreman with a consistent method, or automatic system, in the assignment of his work. He asked that each foreman give the system some thought, and said that possibly a book system might be devised that would answer the same purpose, and that further discussion of the system would be brought up at one of our next meetings.

On account of the number of foremen absent, due to vacations, the discussion was discontinued.

After a short intermission a series of graphs, covering the equipment failures from 1929 to 1934, also including the first four months of 1935, were displayed. One of these graphs pertained to equipment failures on street car equipment, the other on the coach equipment. The graphs were explained by H. E. Jordan, commenting on the various comparisons of "Avoidable," "Unavoidable," and "Questionable" failures.

C. B. Lindsey read a short paper explaining some of the causes of the various types of equipment failures.

On account of the vacation season, the regular meetings will be discontinued until September 14th, when the group is to assemble and further discuss ways and means to reduce the number of equipment failures.

Meeting adjourned.

F. T. BURCHETT,
Acting Secretary

Vacationists

George E. Ferguson, Superintendent of Division Three, with Mrs. Ferguson and their son returned from a trip back to George's old home town in the Ozark mountains, on June 30th.

George says the village where he grew up, Eureka Springs, Arkansas, has dwindled from a town of 5,600 population to one-half its size. Depression, dust storms and floods have done their work. During a storm while the Fergusons were there, it rained seven inches in two hours.

They had a fine trip and it was a wonderful and interesting vacation, but they were all thankful to cross the border into California and to be home once again.

Supervisors Jesse Drayer, W. P. Perry, M. R. Ballard, W. E. Gillibrand and H. A. Redmond are all on vacation. Fishing trips and doing odd jobs around home will make the vacation period pass swiftly, but we suspect that most of the time will be spent fishing.

Charles F. Egan is supposed to take a trip to Australia on his vacation, "flying over one day and flying back the next," but instead he will work in his garden and we may expect to see some pretty new varieties of carnations next season.

I. H. Seehorn is off for a thirty day vacation most of which he will spend getting a good rest at home.

F. T. Burchett is taking his vacation getting acquainted with home, and resting.

Early Sunday morning, June 30th, Fred Mason, Division Five Scribe, and Mrs. Mason left Los Angeles on their way to England.

They are driving to New York City. They will cross over into Canada from Detroit, returning at Niagara Falls and go on to New York.

Fred said they were expecting to see as much as possible of England, but that he would have to learn to drive on the left side of the street. He also said he was going to play lots of golf in Scotland if he could find a ball.

They will visit Wales, Ireland, and France, and if he does not have to spend all of his money to get out of France he is going to try to go back to Belgium, where he served during the World War.

Mr. and Mrs. Mason will be gone about three months.

While Fred is away having a good time Tom Strobel will substitute as Scribe for Two Bells at Division Five.

Bull's-eyes and Misses

The activities of the Los Angeles Railway Rifle and Pistol Club have been confined to preparing our own range. We have leased a building at 61st and San Pedro and installed six targets at twenty-five yards. With the flood lights, back stops and all the necessary fixtures in we have one of the best ranges in Los Angeles.

If our membership increases as expected we will install five more targets at 100 feet for small bore rifle fire. Our shooting is limited at present to revolver fire in both .38 and .22 calibre.

The hours the range is open are from 8:00 A. M. to 10:00 P. M., and each member will have a key so he can go to the range at any time for practice.

One of the hardest problems we have had has been ample range facilities. The Police Department has been very kind and let us use their ranges but we have found that many times the police themselves were using the targets and we have had to wait until they were through. As things are now we have use of a range at all times.

Thanks are hereby extended to the fellows in the various Departments who have contributed their time and labor to the Club. Electricians, plumbers, blacksmiths, machinists and carpenters, even though they are not members, have done some of the installation. The rest of the work was done by a few of our Club members.

Grand opening night was held on Thursday, June 27th, with a large crowd of members and their families and a short Club meeting was followed by a free for all contest.

LESLIE F. SPARKS, *Secretary*

Carl Hanson Recovering

Carl L. Hanson, Information Man, who has been an active employe of the Company for more than forty-six years, entered the California Hospital operation June 18th. He is now out of hospital and is convalescing.

He has asked Two Bells to let every one know he is gaining each day and wishes to thank each and everyone who has sent him flowers and cards, or who has visited him at the hospital.

This issue of Two Bells is the first issue in the last seven or eight years that Mr. Hanson has not delivered in person throughout the Main Office Building.

His many, many friends in the Company are all wishing him a speedy recovery and perfect health once more in the very near future.

Foremen's Field Day

The annual Los Angeles Foremen's Club field day, held this year on Saturday, June 8th, at the Uplifters' Club Polo Field, was, as usual, a huge success.

Several of the Los Angeles Railway foremen members were present and displayed their ability in the various games of the day.

The egg tossing contest is the one game that must not be overlooked by the program committee. Incidentally, that's why they suggest you wear your old clothes.

Everybody enjoyed himself and, thanks to the various industries of Los Angeles, everyone in attendance came away with a door prize.

That's all the Foremen's Club activities now until October, and they promise a rousing entertainment to start off the fall season. So, if you are not a member, better think it over, and if you are a member, save the third Tuesday in October. You'll be glad you did.

Any man in a supervisory capacity is eligible for membership.

DOYLE RISUEL
*Member Foreman's Club
Executive Council*

Our Sympathy

Helen H. Hughes, of the Claim Department, has a host of friends in the Company, and they all join us in expressing deep sympathy to her for the loss of her brother, Richard Chester Hughes, who passed away suddenly on June 10th.

Adios Not Goodbye

With sincere regret we announce that with his news items in this issue, J. H. McCornack has sung his swan song as Scribe for Two Bells for the Sixteenth Street Coach Division.

Mr. McCornack has been Scribe for this Division since September, 1929, and has always managed to have lots of newsy items, but because of increased duties he has found it necessary to resign.

We are genuinely sorry to lose him but feel sure than his successor, Tom Casey, Gas Station Attendant at the Garage, will do his best to minimize the loss. Two Bells extends Mr. Casey a hearty welcome.

Employes of the Coach Division, be sure to help Mr. Casey keep your column interesting by telling him all the interesting and exciting things that happen to you.

Happy Landings!



Some of our boys seem to be taking the air. Here is Richard Jackson of Motor Coach Division, Sixteenth Street, sitting on the wing of a Kinner Fleet after his first lesson in flying. W. E. Riebolt of Division Three is in the rear cockpit ready to take his first lesson. To give every LARY employe an opportunity to see for himself just how easy it is to learn to fly, the California Flyers, where these boys are taking their instruction, are offering a special demonstration flying lesson to LARY men for \$1.50. This is not just a ride, but a thorough explanation and includes a flight at the controls. The California Flyers are at Hangar No. 3, Municipal Airport, TH 1126.

Your Protection

Jack Kuhrts has previously told us through these columns some of the reasons why we who drive automobiles should insure them, and he wishes to express his appreciation for the number of inquiries received from our employes as to the cost of automobile insurance.

He now brings to our attention the hazard of driving without insurance. One out of five cars is annually involved in some kind of accident and he further advises that the penalty for failure to satisfy a judgment for bodily injury or property damage within fifteen days is the loss of the right to operate a motor vehicle until the judgment is paid.

Insurance is a small part of the cost of automobile operating expense. Jack urges each of you to insure your right to operate your automobile by insuring your car now. A phone call to MICHIGAN 1417 will bring a representative to your home.

For Sale

One hundred pound, heavy porcelain lined ice box. In wonderful shape. Price reasonable. Walter Whiteside, 1701 W. 65th Place, or Room 820, Los Angeles Railway Building.



Officers and members of the Order of the Sword of the Los Angeles Railway Veterans' Club. Front row, left to right: Andy Duncan, Commander of the Los Angeles Railway Veterans' Club; M. J. Angel, W. S. Culver, "Grand Master"; J. A. Madigan and R. C. Hoyle. Rear, left to right: R. H. Manning, S. L. Wickham, L. D. Gordon, H. F. Nelson and C. J. Jackson.

Veterans

By J. A. MADIGAN
Foreman Division Five

The annual picnic held Sunday, June 30th, at Sycamore Grove by the Los Angeles Railway Veterans' Club and its Auxiliary, was a big success.

As usual, after the picture for Two Bells was taken the crowds began to arrive. Quite a few of the rooters came from Vernon Yard after the games, but too late for the picture.

After the contents of Division boxes and baskets had disappeared the crowd was entertained by several musical numbers, some of which were furnished by our own Los Angeles Railway family.

Following the entertainment there were races and games for old and young. In the racing, Division Four finished first, that is, our Adjutant's daughter, Miss Janet Nelson, finished first in three races which, of course, called for three first prizes. Comrade Nelson is out of Division Four. No, Comrade Nelson was not on the racing committee. That was handled by the men from Division Three.

It sure was a great day for the children. Mr. Fox, of the Fox Drug Store, at old Division Two, furnished four hundred cups of ice cream for the kiddies. One youngster was overheard to say: "I often dreamed of eating all the ice cream I could get for nothing, but I never thought it would come true."

It was a tired but happy crowd that left the park as evening came on—the end of a perfect day.

(Editor's note: The picture of this picnic came in just too late for this issue of Two Bells but it will appear in the August issue.)

Veterans Foreign Wars

Southwest Post No. 2828 is very proud to announce in this issue that again they returned from the Department Encampment at Bakersfield with the Second District Membership Trophy for having the largest percentage of gain in membership during the past year, and take this opportunity to thank all the comrades for their cooperation and effort put forth to make this possible. Keep up the good work, Comrades, and let's try to bring it home next year from San Bernardino, which city has been chosen as the Convention City in 1936.

Those of you who did not get to Bakersfield missed out on one grand time and plenty of real summer weather. There was something doing all the time and in spite of the heat, everyone had a great time.

Comrades, don't forget to attend the Post meetings on the first and third Wednesdays of each month. Come out and get acquainted with the new members and bring an eligible comrade with you.

G. H. STONE,

Junior Vice Commander, Post No. 2828

Order of the Sword

The first meeting of the "Order of the Sword," which is the second degree of the Los Angeles Railway Veterans' Club, was held at Patriotic Hall Wednesday, June 26th, and the following Comrades received their first section of this degree (second section will be given these boys as soon as we get the necessary equipment): E. S. Frost, W. J. Boyd, S. L. Wickham, L. D. Gordon, C. J. Jackson of Division Four; C. J. Clark of Division One; E. A. Moxley, L. E. Sausser, S. O. Boen of Division Five; W. H. Hollenbeck, L. L. Sweet of Division Three.

The next meeting will be held July 24th, so any of you boys who have applications ready, hand them in so you can get in on the next class of ten.

H. F. NELSON, *Adjutant*

Transit Employees

Now that we are back in print again, watch for items of interest in the affairs of your Association. Notices of meetings and general bulletins will be placed in our column. This Association is trying to help everyone and just a little push from you, will help your representatives help you.

Keep up the good work.

F. W. MELLENTIN, *Secretary*.



Standing, left to right: Foreman J. B. Lair, Umpire; Motorman T. N. Harris, Catcher and Left Field; Conductor C. A. Robinson, Second Base; Conductor A. J. McDonnell, Pitcher and Catcher; Motorman A. F. Hedrick, Center Field; Motorman B. A. Johnson, Right Field; Conductor R. B. Means, Pitcher and Captain; Motorman E. R. Rath, Manager. Front row, left to right: Motorman P. O. Madsen, Third Base; Motorman E. J. Christensen, First Base; Operator E. A. Sears, Short Stop.

Behind the Screen at LARY League

By C. J. KNITTLE

Once more, ladies and gentlemen, we bring you the latest developments in the Lary League Baseball Tournament as recorded behind the screen at the Lary Ball Park in Vernon Yard.

The teams have just finished the sixteenth set of games in the twenty-one weeks of battle for that handsome prize, the P. B. Harris Baseball Trophy.

The Division Three boys have taken a decisive lead in the last four weeks and it is safe to predict they will wind up at the head of the class.

The remaining six teams have managed to hold their former positions in the standings with the exception of Division Four, which has been struggling since April without a pitcher and finally dropped to the bottom place in the standings.

Let's look over the scores and highlights of the June games, remembering, please, that the June 2nd scores appeared in the last issue of Two Bells.

June 9th		R. H. E.
At 10:00 A. M.:		
Division Five	411 001 0-7 11 7	
Virgil Coach	302 112 x-9 5 2	
Beale, Misko and Ryan, Burlingame; Cutler and Dummer.		

Smith, Division Five Short Stop, was credited with two three-base hits, one in the first inning and one in the fourth. Pitcher Beale of Division Five also made a three bagger in the second inning. Daughters, the Virgil Short Stop, cracked out a homer in the sixth inning.

At 12:30 P. M.:		R. H. E.
Division Four	021 110 0-5 6 5	
Division One	053 141 x-14 13 2	
Bell, Whitaker and Hancock; McDonnell and Harris.		

Third Baseman Madsen of Division One was credited with a homer in the fourth inning.

At 3:00 P. M.:		R. H. E.
Division Three	440 000 0-8 13 2	
16th St. Coach	000 030 3-6 8 3	
Woodward and Martin; Kimball and Miller.		

Crocker, Third Baseman for the Coach Division, sustained a broken nose in the first inning when he collided with Carl Morse, a Division Three runner.

June 16th		R. H. E.
At 10:00 A. M.:		
Division Three	100 003 0-4 7 2	
Virgil Coach	100 200 0-3 7 3	
Woodward and Martin, Barnett; Cutler and Dummer.		
Division Three rooters extended		

special greetings to Catcher Barnett. It was his first appearance following a four weeks illness.

At 12:30 P. M.:		R. H. E.
16th St. Coach	700 100 0-8 10 4	
Division Five	011 101 1-5 6 5	
Kimball and Miller; Beale, Lund and Ryan.		

First Baseman Jeffery of the Coach Division was credited with two three-base hits, one in the first inning and one in the fourth. Second Baseman Duncan of Division Five also hit a three-bagger in the seventh inning. Glen Musselwhite umpired.

At 3:00 P. M.:		R. H. E.
Division Four	000 002 0-2 9 2	
Vernon Yard	004 520 x-11 12 1	
Bell, Poulson and Hancock; Georges and Sal.		

June 23rd		R. H. E.
At 10:00 A. M.:		
Vernon Yard ..	010 050 (Time -6 12 2	
Virgil Coach ..	200 032 expired)-7 8 3	
Burgos, Georges and Sal; Cutler, Thomas and Dummer.		

At 12:30 P. M.:		R. H. E.
Division Five ..	316 92x (Time -21 17 4	
Division Four ..	200 14x expired)-7 6 8	
Misko and Ryan, Burlingame; Blevins, Bell, Hedrick and Hancock, Fleming.		

Manager Billy Vejar, of the Division Four Team, forfeited the above game to Division Five in the fourth inning and called Pitcher Hedrick, of the Division One Team, to play the game out.



Title for picture of Vernon Yard Ball Club, as suggested by a traitor, The Seldom Wins.
 Standing, left to right: Fisher, Manager and Short Stop; Curfman, Catcher and Utility; Capps, Utility; Salsido, Third Base; Bramlett, First Base; Burgos, Center Field; Piedra, Second Base.
 Seated, left to right: S. Manriquez, Catcher; G. Manriquez, Pitcher; Torres, Utility; Gain, Right Field, and Simonson, Left Field.
 The old man seated in the front open section is the Bat Boy.

(Continued from page 6)

At 3:00 P. M.: R. H. E.
 Division Three 023 311 2—12 12 1
 Division One 000 203 0—5 8 6
 Woodward and Martin; McDonnell,
 Means and Harris, McDonnell.

June 30th

At 10:00 A. M.: R. H. E.
 Division Three 201 000 0—3 6 1
 Division Five 100 010 0—2 7 1
 Woodward and Martin, Barnett; Lund
 and Ryan.

At 12:30 A. M.: R. H. E.
 Division One 000 100 1—2 4 1
 Virgil Coach 101 110 0—4 5 2
 McDonnell, Baldus and Harris; Cutler
 and Dummer.

The most sensational bit of fielding of the season occurred in the fourth inning when Sears, Division One short stop, batted a high fly into deep centerfield. Henderson, Virgil center, made a spectacular dash for it, running backwards some thirty to forty feet, and reaching back caught the ball in his bare right hand.

Catcher Dummer was credited with a homer in the fifth inning.

Baldus, the new sensation in Division One's pitching staff, recently finished his seventh year of "chucking" in outlaw leagues.

At 3:00 P. M.: R. H. E.
 16th St. Coach 000 000 0—0 4 2
 Vernon Yard 100 001 0—2 5 1
 Kimball and Miller; Burgos and Sal.

How many readers would like to know who plays each Sunday of July? Here you are, friends, and thanks for

listening:

July 7th: 10:00 A. M., Division One vs. 16th St. Coach; 12:30 P. M. Vernon Yard vs. Division Five; 3:00 P. M., Virgil Coach vs. Division Four.

July 14th: 10:00 A. M., Division Four vs. 16th St. Coach; 12:30 P. M., Vernon Yard vs. Division Three; 3:00 P. M., Division One vs. Division Five.

July 21st: 10:00 A. M., Division One vs. Vernon Yard; 12:30 P. M., Division Four vs. Division Three; 3:00 P. M., Virgil Coach vs. 16th St. Coach.

July 28th: 10:00 A. M., Division Three vs. 16th St. Coach; 12:30 P. M., Division Five vs. Virgil Coach; 3:00 P. M., Division Four vs. Division One.

Incidentally, August 4th is the last Sunday of the tourney so we will include the schedule for that day.

August 4th: 10:00 A. M., Division Four vs. Vernon Yard; 12:30 P. M., Division Three vs. Virgil Coach; 3:00 P. M., Division Five vs. 16th St. Coach.

STANDINGS OF THE TEAMS

	W.	L.	Pct.
Division Three	11	1	.917
Virgil Coach	9	3	.750
Division One	7	6	.538
Division Five	7	7	.500
Vernon Yard	6	7	.462
16th Street Coach.....	2	10	.167
Division Four	2	10	.167

LARY League Dance

The Date—Saturday, July 27.
 The Place—Slauson and Second Avenue.
 The Price—25c per copy.
 Door Prizes—Excellent music—Refreshments.
 Tickets can be obtained from any of the baseball players.

Grand Barbecue

Division One Baseball Team is giving a big all day barbecue on Sunday, July 21st, at Streamland Park. Eats from 11:30 to 2:00. Everyone is invited. There is a charge of 50 cents for adults and 25c for children over five years of age.

Sunrise Post of the American Legion will put on the barbecue.

Ralph J. Raffin, of the Raffin Packing Company, is to do the barbecuing.

There will be games, races, horse-shoe pitching, dancing and some other special entertainment. We are working hard to make it a success.

The park is three-quarters of a mile north of Whittier Boulevard on San Gabriel Road.

See any of the baseball boys and get your tickets early.

DICK MEANS and TOMMY HARRIS,
The Famous Twins.

Square and Compass

Approximately seventy members and friends turned out for the monthly dinner and meeting of the Square and Compass Club held at the Shrine Auditorium on Saturday, June 15th.

By way of something new, a change of meeting place was tried out together with service of the meal by several members who had previous experience along that line. The consensus of opinion, however, seems to indicate that the old system works out for the best and, while the dinner served met with the approval of all those present, it has been decided by the Entertainment Committee to adhere in the future to the plan previously followed.

Dinner was followed by a vaudeville show furnished by Brother Walter Trask and served to get the membership into the proper spirit for the business meeting which followed.

This, by the way, will be the last meeting until Saturday, September 21st, July and August being dark, as usual, due to vacations, warm weather, etc.

Incidentally, all athletes and baseball players in our membership should at once start to condition themselves in preparation for the big annual picnic to be held in September. This promises to be an event well worth looking forward to, and is one day in the year when members' wives, children and friends are welcome.

A number of surprises are in store for you, so watch for the special bulletin covering this stupendous event. Also, do not overlook the baseball games which, as in the past, will be an outstanding event this year.

Brother Raymond Smith, the rotund gentleman who performed so nobly last year for the ladies, promises to outdo himself this year, and his performances alone should be well worth going miles to see.

Remember, Brothers, no meetings in July or August; two big events in September, and for the balance of the year, new ideas galore.

By the time this goes to press the annual benefit entertainment, with which you are all familiar, will be but a memory. However, at this writing, we are able to report the event a huge success financially, and otherwise, thanks to the loyal support and kind cooperation of friends and members. More about this in the next issue of Two Bells.

In the meantime, Brothers, the writer hopes that each and every one of you has an enjoyable vacation and that you will, without exception, return to the harness in good fettle.

COMPASS POINTS

The steaks served at the June meeting were furnished and broiled by Brother Armand Magarian of Signet Chapter No. 57, R. A. M., thanks to the assistance of Brother Dan H. Johnston in securing his services.

Cupid Andy Egan was unable to attend due to a previous engagement. His partner, Clarence Fischer, seemed downcast and lost without Andy.

The writer has not as yet been able to learn if ex-President Bill "Huey Long" Morgan has furnished President Elrod with a copy of the by-laws which he promised so nobly to do a couple of meetings back.

We were delighted to have with us, after a long absence, Brother Van-Vranken, who delivered an interesting talk. The day following being Father's Day, Brother Van outlined the highlights of a speech which he delivered on this day, honoring the "forgotten man."

"Curley" Runyon, of the Line Department, had such a good time at the May meeting that he also turned out in June. Curley promises to be a regular hereafter.

L. A. "Tony" Reeves, being a new member, was assigned to duty in the kitchen if any brother was short of eats. Here is the answer however—Tony apparently had previous kitchen experience from the way he worked, and his help is appreciated.

So much for this issue.

Keep the big Annual Picnic in mind and watch for bulletin giving full details.

Fraternally,

JACK K. WILSON
Director of Publicity

Reciprocity

Reading the article in the June Two Bells about Ivan R. L. Baker, and what he did for the Company during the jitney campaign, Frank R. Nye, one of our real old-timers who is now on the Special Roll, asked how he could get in touch with the lad. Mr. Nye said that he felt what the boy did was as much for him as for the active employes and that as a mark of appreciation he would like to give him some old transfers he had for his collection.

With his wealth of experience on the street cars, Mr. Nye must have made Ivan's visit extremely fascinating.

Journey's End

Another one of our old timers has made his final run. William Omer Lambertson, on the Special Roll, passed away June 6, 1935. He was a native of Laura, Illinois. He was employed by our Company as a motorman at Division One on August 1, 1891, and remained there in that capacity until he was placed on the Special Roll February 3, 1930. Mr. Lambertson is survived by one sister and three brothers.

* * *

Motorman Hendrix Gravitt, of Division One, passed away June 22nd. He was born in Forsythe County, Georgia. He was employed by the Company as a motorman at Division Four from September 13, 1920, to April 7, 1921, when he left the service. He was re-employed as a motorman at Division Two on September 1, 1922, and transferred to Division One July 17, 1932. Mr. Gravitt is survived by his wife.

* * *

Martin Rocha, Sub-Foreman in the Way and Structures Department, died on June 23rd. He was born in our neighboring country, Mexico, and was employed by the Company as a laborer on October 9, 1922. On May 16, 1923, he was appointed to the position of sub-foreman. He was a member of Alcanza Hispano Americano, Sixteenth and Main Streets, Los Angeles. Mr. Rocha is survived by his wife, a son and two daughters.

* * *

Perry B. Wilkinson, who for many years ran one of the elevators in the Main Office Building, passed away July 3rd after a short illness. Perry was in the building a few days previously and little did those who saw and spoke to him then realize it was for the last time.

* * *

Motorman Fred Kessler, of the Way and Structures Department, passed away July 5th. A native of Covington, Kentucky, he was employed as a motorman at Division One on December 8, 1911, and was appointed motorman in the Way and Structures Department on January 7, 1921. Mr. Kessler is survived by a daughter.

Appreciations

Letters thanking the Company and employes for sympathy and thoughtful consideration extended to them in their time of sorrow have been received from Max C. Lambertson and Mrs. M. E. Lambertson; Mrs. Hendrix Gravitt, and A. Rocha, Mrs. M. Rocha and Family.



LARY News Reel

The fellow drawing in on the pole is Barnacle Bill Hollenbeck; he thinks he's got a whale. The next picture is Marvin Austin Deane and his canine pal, Dan. Marvin is twelve years old and is the son of Motorman-Operator B. M. Deane of Division Four. This is fishin' season and the two men in the center picture are Motormen J. E. Kenney and M. A. Osborne of Division One. They had just returned from a fishing trip and report the yellow tail were so numerous that they had to hide in the captain's cabin while they baited their hooks, but the biggest got away. The proud fisherman in the fourth picture from the left, is one of our old timers, now on the retired list, J. A. Gillespie. He has been enjoying some wonderful fishing off the barge at San Clemente. He is holding in his hand his first yellow tail which weighed nine pounds. Mr. Gillespie is now a resident of Long Beach. The handsome gentleman at the right is none other than Barnacle Bob Reid, Foreman of Division Three. He is wearing a hat autographed by all of the members of the fishing party. He

counted the signatures and says there are 65 in all.

The picture at the bottom shows a part of the happy crowd who call themselves the Barracuda Busters of Division Three.

Barracuda Busters

By R. W. REID

Foreman Division Three

Sunday, June 23rd, the Barracuda Busters of Division Three, including quite a number of the fair sex and two beautiful young mascots—Miss Gladys Parson, daughter of Conductor Parson, Division Three, and Miss Donna Lawrence, daughter of Motorman Lawrence, Division Three—hit out for the briny ocean on a fishing trip.

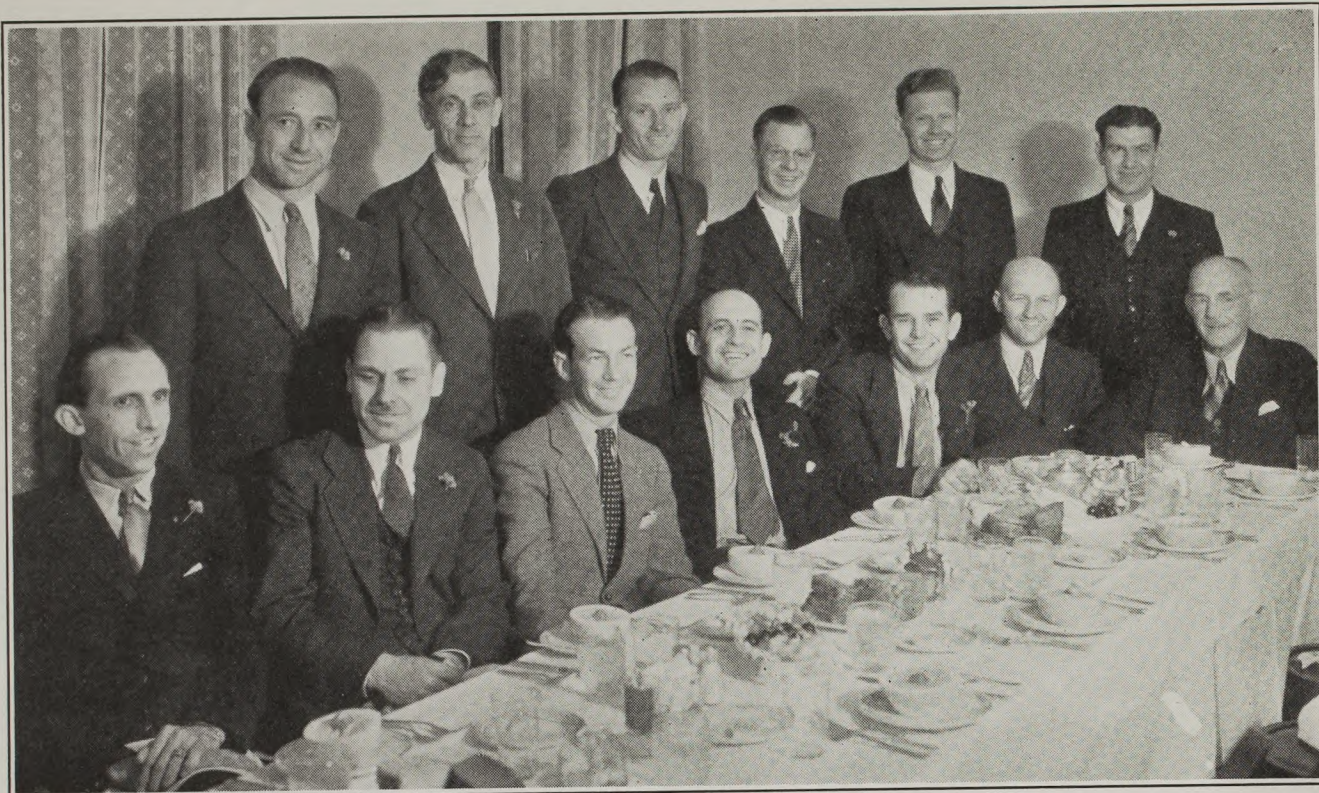
The party took off from Belmont Pier in Long Beach, where the good ship "Pat," with Captain Herb, was waiting for the party. Notwithstanding the early hour—5:30 A. M.—at which this special boat left, a surprisingly large number, 47 in all, managed to make the first boat. The bal-

ance, bringing the party up to more than sixty, arrived later.

Although the fishing was very poor, the splendid cooperation given by Captain Bob Hunerberg and crew on the Rainbow Barge, helped to make the occasion a big success; at least, one would think so after gazing upon the happy faces shown in the group picture. And there were just as many more out there in the party who were not in the group because they could not be separated from their fishing poles long enough.

Conductor J. W. Prutsman and Conductor "Red" McGown split the "pot" for the biggest fish. "Barnacle Bill" Hollenbeck almost had a big one but, as usual, the big one got away. This was McGown's first fishing trip, and his chest swelled up so much that he had to take off his shirt to save it.

Among several of the old-timers in the gang were Motorman Wm. Millican, Motorman A. Johnson, Conductor Ira Gott, accompanied by his wife and boy, and Conductor A. R. Miller. Quite a few of the party were on their first fishing trip, and although, as said before, fishing was poor, all are eager to go back and try their luck again.



Noon Soft Ball Banquet

By J. H. McCORNACK

Standing, from left to right: C. Simons, G. Holmes, Red Crawford, B. Walters, N. Lane and F. Claudino. Seated, from left to right: J. Savage, A. Seyfirth, H. Nordmark, G. Oliver, Bob Coenen, Scotty Crawford and Mr. Crocker.

This is a picture of the winners of the Crocker dinner in the Garage Softball League taken in their state of anxiety as to whether they were going to be bunked on hell-divers cornfed, or the celebrated gefullte fish imported from Gibraltar.

When the gong sounded everyone was ready and the evening started with "Hey! Pass the caviar"—the chorus coming: "What's them?" Brother Oliver said to his old friend Bob, "They grow on small bushes like cranberries." The matter was then referred to Poet Longfellow Savage, that distinguished scholar and lecturer who produced his little book and, after some ten minutes of deep study pronounced Oliver's verdict correct.

By this time the table centerpiece of one carnation and one sweet pea had been devoured by the faithful Bob; likewise the large ripe olives, celery and roasted chestnuts. Then came the piece de resistance. Again Savage's little book came into play to explain that word.

The whole chicken was done to a turn, with new potatoes, peas and

concealment (another dissertation by Longfellow), a big bucket of country gravy with lots of good bread, and did they lap it up! The worthy waitress and assistant at that time discovered that they were short of forks, knives, salt cellars and the pits of some olives, consequently the house detective was summoned, and on being searched, Oliver was found guilty, but the matter was easily squared by his friend Bob going bail.

Waiting for the desserts to be brought in, Longfellow again favored us with other readings, greatly enjoyed by all. After that Brothers Lane, Oliver and Bob rendered a beautiful trio, entitled "A Maiden's Prayer."

The dinner was concluded by some most able remarks on baseball playing, especially when the game is run off during the night.

Enjoying Trip

Thomas H. Gray, of the Special Roll, with his daughter and son-in-law, Mr. and Mrs. P. L. Rice, left Los Angeles early in the morning of June 20th for a two or three months vacation in Texas and Louisiana. Traveling in a Ford V-8, they made the trip to El Paso in thirty-six hours of continuous driving. Mr. Gray wrote that his pension made this trip possible.

Mr. Gray said that he had lived in California for fifty-five years and had never slept outside of the state since until he arrived in Arizona on this trip.

Honor Roll Employes

The regular meeting of the H. R. E. was held on June 18th, and an interesting time was had. Final arrangements were made for the Annual Picnic to be held at Centinella Park, Inglewood, on Saturday, July 20th. All members of the H. R. E. and their families, including the second and third generations are expected to be present at this picnic.

Harry Tuttle, of restaurant fame, will serve the "eats"—chicken dinner and all the fixin's. Everyone is to bring his own knife, fork and spoon.

We are hoping to have a number of Executives of the Los Angeles Railway with us at this picnic, and the Secretary is thinking seriously of challenging them to a five-inning game of baseball.

Come one and all and have a good time together.

A special committee on hospitalization has been appointed, consisting of C. M. McRoberts, Chairman; James Gallagher, T. W. Bulpin, J. J. Griffin and E. McClenathan. This matter will be explained to you at the picnic.

GEO. A. PRICHARD, *Secretary.*

Going Hawaiian

Frank Shull and Harry Nordmark returned July 8th from their vacation in Hawaii with leis around their necks and that romantic look in their eyes. It is rumored that both have arranged to take lessons on the Hawaiian guitar.

News from our Sick Folks

By R. A. PIERSON
Superintendent of Personnel

During the month of June, there were 14 employes confined to the California Hospital, which represents 192 hospital days. The cost of the hospital service was \$1,083.00.

George Williams, Uniform Inspector, Division One, who has been ill for some time, is gradually improving and is now able to be up and around.

O. Arguello, Conductor, Division One, who has been ill for some time, had the misfortune to sprain his ankle and is now getting around on crutches.

J. G. Newell, Conductor, Division Four, who has been on the sick list for several weeks, is feeling better and is anxious to get back on the job.

C. C. Burnett, Motorman, Division Three, lost some time due to rheumatism but expects to be back on the job soon.

L. B. Larson, Operator, Coach Division, spent some time in the hospital, went home and then decided he liked the hospital so well that he returned. He is feeling much better now and hopes to be back soon.

T. R. Bates, Conductor, Division Five, has been on the sick list a couple of times this month. We trust it will not be necessary for him to have an operation.

C. L. Hanson, Information Man, whom we all refer to as "Carl," underwent a major operation at the hospital June 18th, and is recuperating nicely. When you go to see him, he will greet you with that same smile which has made him so popular among the employes for the last 47 years.

W. G. Caldwell, Motorman, Division Five, is improving so that he is able to get around in a wheelchair, and will be leaving the hospital soon.

R. T. Slocum, Watchman, Mechanical Department, is still at the hospital, but is improving rapidly and expects to go home soon.

J. C. Hill, Conductor, Division Four, is slowly improving according to latest reports, but is still confined to bed.

A. A. Shewmaker, Conductor, Division Five, is home from the hospital trying to learn how to walk on his new heel and crutches.

W. W. Stewart, Flagman, Transportation, who has been sick off and on all spring, is back on the sick list again. We hope he will have a speedy recovery.

Regret to report the death of three employes during the month of June. There were no deaths among the wives during the month. Two of the employes who died were covered by the Group Life Insurance, but the other one did not take it out.

During the month of June there

were 82 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

BIRTHS

Motorman C. W. Crockett, of Division One, has a new son named Charles Richard Crockett, and he arrived on June 18th.

* * *

A new daughter arrived at the home of Motorman G. Lawrence, of Division One, on April 29th. Her name is Shirley Ann.

* * *

The home of Conductor T. V. Masterson, of Division One, was blessed with the arrival of a new daughter on May 26th. She has been named Inez.

* * *

Motorman G. W. King, of Division One, reports the arrival of a little boy at his home on June 6th. His name will be Lin Emerson King.

* * *

Conductor C. M. Hedger, of Division Four, announces with much pride the arrival of a winsome baby girl at his home on June 11th. The little lady has been named Bonnie Marie. Congratulations to mother and daddy.

* * *

The Don Douglass family have a new boy, born June 3rd, and who weighed seven pounds. Mother and babe are doing nicely. Don is with Division Five Mechanical.

* * *

It was on May 3rd when Motorman V. Z. Howard, of Division Five, announced the arrival of an eight pound, six ounce baby boy. This makes the fourth boy in the family, putting the boys one ahead, he having only three girls.

Then along comes his Conductor, H. J. Battram, with the announcement of an eight pound, four ounce boy, who arrived on May 25th, named Kenneth Ivar.

And on June 23rd it was a nine pound twelve and one-half ounce bouncing boy at Conductor W. L. Simpson's house.

All the mothers and babies are doing fine.

* * *

Conductor C. L. Smithwick of Division Four is celebrating the birth of a baby girl at his home on June 24th. The little one weighed seven pounds and four ounces and has been named Evelyn Lois. Congratulations and

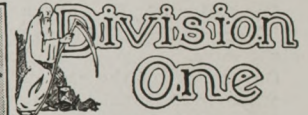
best wishes to you and yours, C. L.

* * *

Conductor A. G. H. Trager, of Division Five, announces the arrival of a six pound baby girl on June 28th. Everybody is happy and they are all doing fine. The cigars were o.k.

Flowers from Foothill Division

A very beautiful, and simply enormous bunch of gladioli from the Division Three gardens was sent in to the office of Two Bells recently. Judging from this bunch they have every reason to be very proud of their garden.



H. N. COLE

Frequently we trainmen will be an hour late reporting for duty and a few, a very few, have been known to report for duty an hour ahead of time, but this is one of the rarest cases on record. A while back Motorman T. H. Hunter awoke from a pleasant dream to an unpleasant reality. He was almost late. He was due out at six fifty-five, and would have to step on it in order to make it. He made it. Apparently his Conductor, R. I. Woodson, had missed out. He called for another and beat it to the cemeteries. Then he began to see things in their true light. Everything seemed strange, and when he consulted his watch it was stranger still. He had pulled out at five fifty-five, an hour too early. Hunter went back and started all over with Conductor Woodson on the back end.

Conductor and Extra Clerk J. O. McArthur relates this one. Several weeks ago his wife attended a theater in Huntington Park where a twenty-five dollar prize is given to the lucky one. She dropped her ticket in the box for the drawing to take place the following Saturday night. Seven weeks later she attended the same show, and when her name was called, she was presented with one hundred and seventy-five dollars. It seems the value of the prize increases to the extent of twenty-five dollars each Saturday night that the holder isn't present.

Conductor W. V. McCafferty reports that his wife, who is in Hope, Arkansas for her health, is improving. She will go from Hope to Waldo for further treatment.

No, we have only one radio receiving set at the Division. The sweet music you hear coming from the depths of the locker room is from the different instruments in the hands of Motorman J. E. Alverson. All his spare time is spent in practicing, and from all indications we will soon be hearing him over the radio.

While Motorman K. D. Murphey was engaged in helping to shove a machine

off the track, another automobile tried to bump him off, but only succeeded in inflicting a painful injury to his leg which kept him off duty for about a week.

Conductor G. Paterson declares he is off of motorcycles for life. The reason is, a short time ago he was knocked from his motorcycle by an automobile and received numerous and painful bruises and scratches. He was incapacitated for about two weeks.

A severe case of mumps attacked Conductor S. E. Goslee, but he was too tough a proposition, so he is back on the job and going strong.

Motorman A. E. Holmberg is on a thirty day trip to the east coast. He will visit relatives in Washington, D. C., and New York.

Conductor R. B. Howell is taking a sixty day vacation, not to take a trip, but to recuperate.

This is the kind of vacation to take. Motorman I. Kudler has been granted eighty-five days in order to visit relatives in New York.

Conductor M. H. Snyder is on a trip to Oregon. He will be away for twenty-eight days.

On account of the serious illness of his mother in Nebraska, Conductor R. W. Stevens took fifteen days off to visit her.

Motorman E. G. Smith took a week off to attend the State Rifle Shoot at San Luis Obispo.

Motorman T. N. Harris has returned from an extended visit through Texas, Louisiana and several other states.

Motorman J. O. Huffman has also returned from Texas where he went to visit relatives.

With a few short trips in view, Motorman G. C. Hanson took fifteen days off during the month.

Conductor J. E. Vickery has been granted a thirty day leave for a trip to Iowa.

Conductor F. E. Schuler has yielded to the call of the desert and is spending fifteen days there.

During the month, Conductor H. A. Hansen took seven days off presumably to go hunting. There is no report as to his success, so we will have to draw our own conclusions.

Motorman W. E. Schoenbaum, after hitting the ball pretty hard for quite a while, decided that two weeks at home would not be a bad idea, so he did that very thing.

Motorman J. A. Wingren took eleven days vacation to pay a visit to the San Diego Exposition.

Motorman W. Herman and the wife took a flying trip to the Exposition. They spent three days there and reported everything was just right.

* * *
Married

What a surprise to the whole outfit when the news leaked out that Conductor E. S. Wright had become tired of living alone, and had taken unto himself a wife. Her name is Mrs. Maria W. Wright and the ceremony was performed on May twenty-second.

* * *

Conductor J. C. Reed of Division One and Miss Doris Deon Carson, daughter of Conductor J. P. Carson, were married June thirteenth. They spent a week at Catalina on their honeymoon.



Division Three

L. VOLNER

During Superintendent Ferguson's absence, Foreman Reid acted in that capacity. Well did he handle the office, but he didn't "fill the chair."

During the latter part of June, Conductor Harry Beals and wife made a few days trip to San Francisco.

Having fourteen quail eggs, Conductor J. P. Fleming set them under a hen. Twelve hatched and Mr. Fleming says the old hen was having an awful time trying to gather them in.

* * *
Honeymoon

Motorman C. T. Morgan has gone on a thirty-day honeymoon. He did not leave any forwarding address, but it is thought he is touring Oregon and Washington.

* * *

For two weeks Conductor A. A. Storms will vacation at Yellowstone.

Conductor George E. Dunphy is on a two weeks trip in the northern part of the state.

Conductor N. E. Mackay is to spend his thirty days vacation in Canada.

The boys are wondering if Manager Johnson of the Ball Club is not overlooking some extra good material, as Motorman Baxter says he has just received an offer from the International League to play down in Arkansas at a salary of \$275.00 per month, but he can't take it, as he wouldn't live back East.

Conductor O. G. Thompson has gone to Kentucky on a thirty day visit to relatives.

Conductor A. T. Holland is visiting relatives in Arkansas.

Another baseball upset was played in Los Angeles Sunday, June 19th, when Division Three Baseball Club defeated Sunset Post of the American Legion by a score of four to three. The game was certainly a swell one, and those who were unable to see it sure did miss something. The place was Knickerbocker Field, which has a grass infield, and a large, covered grandstand, which was almost filled with baseball fans, and boy, how they got a kick out of that game! From the first inning to the last of the ninth everybody was on tiptoe. Division Three out-played the Legion team every inning. Everyone on our team was in there every minute of the game.

You fellows who haven't seen our team in action should come out and see a real ball club in every respect. You couldn't find a better bunch of clean-cut fellows, and Manager Johnson says he is mighty proud to be associated with our baseball team.

After a visit to Kansas City, Missouri, Motorman J. J. Redding is back on the job.

Motorman G. Dahlberg is taking two months vacation, during which time he will visit points in Texas.

Motorman Fred Hetze has returned from an eastern trip.

After a lingering illness, Mrs. Naggie, wife of J. Naggie is very much improved and now able to be up some and to help Mr. Naggie with his household duties.

Mr. Naggie says he has had an awful time during this sickness, for he was chief cook, bottle washer, etc., along with his regular work. We hope Mrs. Naggie will soon have her good health again.

While the new uniform was on display at this Division and some of the men were trying on the new style cap, others would tell them who they resembled. Conductor Allen seemed to have the greatest honor as he was said to resemble King George. The uniforms were very well liked and the vote on same was about two to one to change.



Division Four

C. J. KNITTLE

In the good old summer time,
In the good old summer time,
Strolling down a shady lane
With your "Baby Mine"—

Beg your pardon, friends, but we can't get away from it. It's the good old summer time and quite a number of the Division Four boys will, perhaps, stroll down a shady lane in the old home town before winter comes. Others will hie to mountains retreats or to the great National Parks, Sequoia, Yosemite, Yellowstone and many will head for the San Diego Fair.

Diversified as they appear, each vacationist follows his personal desires, determined to satisfy the longing to see certain places or relatives and friends.

I have always had the greatest respect for the vacationist whose long trek to the Middle West or eastern states ends at home with mother and dad. In looking through the "Off on Leave" file for June my attention is attracted to the granting of a thirty day leave to Conductor R. L. Ewing to visit his parents in Florida. An added notation reads, "Father ill." Conductor Ewing left June 13th.

Motorman L. Clark returned June 26th from a thirty day leave during which he visited a sister in Idaho and relatives in Canada.

Motorman L. C. Mundall is on a forty-five day leave which started May 27th. He is visiting relatives in South Dakota.

Motorman J. M. Hoffman left for Seattle on June 12th to visit relatives. He was granted a thirty day leave.

Conductor and Mrs. E. E. Smith returned June 20th from Basco, Illinois where they visited their parents. Conductor Smith had been granted thirty days leave.

Conductor C. Tucker left June 20th on a sixty day leave for Texas where he and Mrs. Tucker will visit her relatives.

W. L. Greenwood, Motorman and Extra Clerk, left June 3rd to spend a week at Sequoia National Park.

Motorman C. T. Moon was granted thirty days leave June 10th to make a trip into the mountains of Northern California and Oregon.

Conductor A. L. Auslander was granted seven days leave June 8th to go to the San Diego Fair. Shortly after arriving however, Mrs. Auslander was taken ill. A seven day extension was granted Con-

ductor Auslander and when conditions permitted they proceeded to Murietta Hot Springs where Mrs. Auslander recuperated.

Conductor G. A. Jahn spent eight days, starting June 22nd, at Sequoia National Park.

Motorman G. M. Poulson was granted nine days rest June 19th.

* * *

Rumors

Motorman W. H. Welch left for Las Vegas on a seven day leave June 18th. Rumor has it that Welch came back a married man. How about it, W. H.?

Conductor Fred Jewett is also believed to have married on an eight day leave which was granted him June 18th. Come on, Freddie. What's the dope on that?

* * *

Conductor A. B. Chambers is making an extensive camping trip along the entire west coast. He was granted eleven weeks June 15th.

Motorman F. R. Baldwin left for Michigan July 1st where he will spend two months resting up from his recent long illness.

Mrs. Esther Pearce, Division Stenographer, left June 16th on her regular two weeks vacation. The first half will be spent at Sequoia National Park and the second at the San Diego Fair.

Clerk E. H. Ellis went on his regular two weeks vacation June 23rd but evidently planned to spend it close to home.

Night Clerk H. F. Nelson started on his regular two weeks vacation June 30th.

And so ends the list of vacationists to date. Occasionally a trainman takes a week or two vacation and spends most of it around the Division just loafing or playing pinochle. The Greeks have a name for them and so has Conductor Ed Croughan of Division Three. It is "Car Barn Monoxide."

Conductor Joe Hurzeler reports a successful fishing trip in the vicinity of Manhattan Beach June 15th. He hooked forty-two barracuda (three of them weighed over nine pounds), one halibut and two bass.

The vote for the new trainmen's uniform was taken June 4th, 5th and 6th. 269 men voted in favor of them and 224 against.

Operator "Red" Simmons worked a nine hour run on the "B" Line one Sunday recently. After turning in his cash, he went to his room, washed and laid down to rest a little, but fell asleep. Later he woke up and decided to go to a show. After "dolling up" a bit, Red further decided to go to the Division first and see what he was marked up to for the next day. He did but you would never guess what he found out. It was already the next day, and he had missed out over two hours.

June 5th was a lucky day for Motorman T. S. Cogdill. He won one hundred and fifty-two dollars and fifty cents on the Canadian Army and Navy Sweepstakes.

Operator J. B. Rice and wife spent June 1st and 2nd at the San Diego Fair.

The ball player who is riding the cars these days and passing out free tickets to Wrigley Field to the first three Weekly Pass holders who present their Passes to him for identification, is our good friend, Jim Eddie, formerly pitcher in

the Division Four Team.

The bowling match which Motorman D. C. Prettyman and Clerk Frank Erwin have been indulging in at 9th and Hope for the past twelve weeks is evidently a non-stop affair. The scores are practically tied and both players are standing up well, although Frank says that every night, about the eighth frame (or fifth bottle) the lead pin starts wobbling and generally dodges the ball by an inch or so and the alley gets full of rises and dips like a roller coaster. But about that time Frank and his pal pack up and go home.

Conductor E. L. Bailey has been offered ten dollars for an 1875 silver trade dollar which he received for a Weekly Pass, Sunday, May 26th.

* * *

Weddings

Our heartiest congratulations are extended to Motorman M. H. Gates and his happy bride, who was formerly Miss Cordelia Chambers. They were married June 2nd.

* * *

Another "well known local boy" to enter the blissful state was none other than Operator Ray Stanford who married Miss Consuelo Vergara on Saturday, June 29th. Conductor S. T. Cooper, Governor of the Division Four Unit of the Transit Employees, was best man and presented the happy couple with a beautiful twenty-six piece set of silverware, a gift from his fellow-workers at Division Four and Mrs. Ann Kuhle, proprietress of Ann's Original Two Bells Cafe.

* * *

Speaking of weddings, when Miss Verla Elsmore, daughter of Motorman H. R. Elsmore of Division Four, was married to Martin Cusley at the Elsmore home last Saturday, June 29th, one hundred and fifty guests attended and over one hundred pounds of meat was barbecued and consumed. We congratulate you, Verla and Martin. May your journey down life's pathway together be filled with good fortune, good health and lasting happiness.

* * *

Supervisor M. R. Ballard of Line "A" started on his regular two weeks vacation June 23rd, and spent several days of it at the San Diego Fair. The Relief Supervisor was T. R. Guidebeck.

Conductor and Mrs. J. A. Douglas, who operate a restaurant on Sentous Street at the rear of the Division building, presented Conductor C. A. Bell with a chicken dinner June 25th for making a home run in the game with Division Five on June 23rd.

Conductor Frank Reynolds' most prized possession is a picture taken in 1903 when he was a member of the Arkansas National Guard. The picture shows Frank and his pal, Fay Volner, now Division Three Scribe, in the mess hall. Superintendent George Ferguson of Division Three was a sergeant in the same regiment at the time.

Conductor A. Goldsmith, second oldest conductor in length of service at Division Four, informs us that Mrs. Goldsmith, who was very low in the Cedars of Lebanon Hospital not many weeks ago, is showing continual improvement and is able to be up and around for short periods.



Division Five

FRED MASON

Well folks, happy days are here again, the weather is now of the best, and everybody is getting ready for vacations—and how?

Motorman Ernest Rhodes is doing things in a big way, he having sailed for England on Thursday, June 20th. Of course his wife is with him and it will be their first trip back home since leaving there fifteen years ago. They are going via the Panama Canal and will be approximately twenty-eight days on the water. He'll be off for ninety days.

Motorman M. E. Lynn has the Nash all polished up, and he and the wife are going back to visit the folks in Lampasas, Texas. He'll be gone for thirty days.

Once again Conductor C. D. Shaffer is going back to Mena, Arkansas, and Arnett, Oklahoma, the old stamping ground, and he's taking off sixty days.



Believe it or not, the little old gentleman on the right is Conductor Harry Yardley, of Division Five, and the three husky young fellows with him are his grandsons.

It's Yosemite Valley for Conductor C. C. Goodson, and it's two weeks for him.

Motorman Earl Downing has been cavorting around Eugene, Oregon, for the past two weeks, camping here and camping there, and is expected back the tenth of this month.

Motorman Henry Mast is having one great time back in Chicago, Illinois, with all his old friends. He went back by train and ran into some very rough weather and writes that at times he didn't know whether he was on a train or in a boat. Says the weather back there is plenty hot, and while he didn't say what it was in the shade, we all know that Henry's two hundred and fifty pound frame could use a lot of what it takes. He's staying over until after July 4th and then is going to head back to Los Angeles. To use his own words "I am longing to be back in God's country".

Conductor Bill Bird is back from his

thirty days of resting up at his cabin in Arroyo Seco.

Conductor Bill Fowler is still resting up at home and will be back to work on July 10th.

Motorman S. B. Smith and his wife spent a very pleasant two weeks at Santa Barbara, and he's now back on the job.

Conductor D. H. Ryan spent his two weeks back with the folks in Heber City, Utah.

Motorman N. L. Anderton is back from a two weeks business trip to Park City, Utah.

Conductor Bill Lane steps right out with a nice new Chevrolet and Conductor Paul Hampton is teaching him to drive. Bill picked up very fast and is doing very well. His second day out he picked up his garage and carried it six feet further back. Guess he now figures he'll have more room to stop in.

"Who was that girl I saw you walking down the street with?" one of the boys asked Motorman Tex Bourland. Says Tex: "That was no street, that was an alley."

After being off for seven weeks as the result of an accident while riding a motorcycle, Conductor M. C. Howard is all back together again and none the worse for the ordeal. No more two-wheeling for him, says he.

Motorman Bill Kenney, who is off sick, dropped in to see us a few days ago, but was unable to smile. When he gets his store teeth though, things will be different.

Clerk Charlie Cline is off on vacation for two weeks, and is going to take in the Fair at San Diego. It's the fan dancers, folks.

Superintendent T. Y. Dickey is back from ten days vacationing at his ranch in the San Diego Mountains. He's all tanned up and full of vim and vigor.

Motormen Murray McConnell and J. W. Kilgore are vacationing together up and around Spokane, Washington, and they will be gone for thirty days.

The boys of Division Five join in expressing their heartfelt sympathy to Motorman J. C. Robeson, whose mother passed away on June 13, 1935.

Conductor Harry Yardley took a two weeks vacation and spent his time entertaining his nephew, Will G. Yardley, production manager of the American Seating Company of Grand Rapids, Michigan, who was visiting him here and whom he has not seen for twenty-five years.



16th Street Coach

J. H. McCORNACK

Vacation season at the Motor Coach Division is in full swing and Superintendent C. O. Morse says that if many more men leave he will have to pick a run himself, possibly on Verdugo Road.

M. H. Fisher and J. A. Logan left the 29th for a months trip to the East. R. W. Acres is vacationing and taking his siestas in Old Mexico.

O. J. Ryan left the 15th for a trip through the Redwoods.

Supervisor O. O. Obenshain is vacation-

ing in the city of Fresno.

Another one of the Eastern visitors is John Choner.

S. A. Spohn, K. E. Leonard and W. C. Brown have joined the National Guards and left the first week in July for San Luis Obispo.

F. E. Holden has gone back East for two months.

We have a new Night Clerk at the Division. His name is Curley. For further information see Bauswell.

What do coach drivers do on a day off? Six of them went to a dance. When the evening was almost over someone said, "Let's do something else." This was agreed to, providing it did not cost over a dime. So six bus drivers went for a ride on Wilshire Boulevard with their six charming lady friends. Baldy Kilgore was the operator on this auspicious occasion and his sensation-seeking passengers were Round Top Kelley, Shanty Burke, Josefus Friel, Jim Sofa Couch and Able Singer. The sixth member was a total stranger.

A lady with a boy about 5 ft. 6 in. tall, and weighing about 150 pounds, boarded Operator O. J. Ryan's coach on the Lincoln Park Line. She asked if she had to pay a fare for her son. Ryan inquired, "He is not over 12 years old, is he, lady?" "No, he is only ten," she replied. Then O. J. explained, "You will have to pay because 5 years old is the limit." The lady's answer is not printable.

Married

C. E. Tatum, of the Motor Coach Division, was married June 14th to Miss Jessie Volding of this city. The boys wish to extend their congratulations to the happy couple.

GARAGE

Ray Anderson is back to work again after an absence of three weeks on account of sickness.

Paul Wood showed up for work once more after a prolonged illness. He had a badly infected hand.

Nobody at the Garage was lucky enough to draw a pay ticket on the Irish Sweepstakes on the last race. However, there seems to be plenty of hope for the coming race.

Garage baseball is now paying off in Dutch lunches, etc. It seems to be an appetizing game.

W. Beck of the Service Station has gotten rid of his motorcycle. Now he has a hard time explaining that black eye. He always placed the blame on the motor as the cause of his wounds.

See Earl Peteway for a new way of acquiring a rabbit or chicken dinner. His is a fine system.

Nick Hilger, of the Store Room, has taken one week of his vacation and will take the other week later. E. Morey is the disturbing element who is next on the vacation list from that Department.

The following men have been working at the Garage for some time, replacing the regular men who are on the sick list, but now that the regular men are well again they have returned to the Division at which they were formerly employed: W. McCrae has returned to the Truck Repair Shop at South Park; J. Hopp has

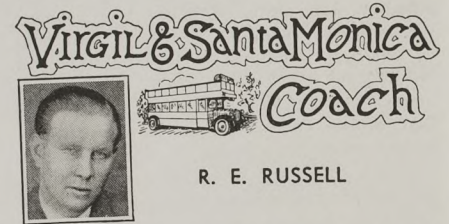
gone to the Milling Department at South Park; L. W. Ferguson has returned to Division Five, and N. C. Farmer has gone back in Division One.

The Los Angeles Railway Bowling Team is now in second place by two points but they expect to soon overcome that little difficulty.

Weddings

A very pretty wedding ceremony was held at the Four Square Gospel Church of South Hoover Street, June 9th, uniting in marriage Miss Willeta F. Balderston of this city and Lawrence Hume of the Sixteenth Street Garage. The happy couple invited their relatives and friends to a reception in their new home immediately after the ceremony. An extended honeymoon trip to the mountains will be taken later. Congratulations, and many thanks for those fine cigars.

The Bachelor's Club at the Sixteenth Street Garage has lost another member, namely Jack Pjerrou, who stole a march on his many friends and was united in marriage to Miss Elva Ann Baker of this city. Congratulations, Jack.



R. E. RUSSELL

The Pistol Club combined business with pleasure at the regular meeting June 12th by putting on a dinner which was served in one of the offices at the train room. Messrs. Tieman and Crandall decorated the table with flowers, and the fifteen members of the Club had a real "Get-together." The Club is growing every day, and you are missing something if you don't join.

Married

We are reliably informed that Conductor Staads took the fatal step on Saturday, June 22nd. Congratulations are extended to both.

The recent safety meeting for the month of June resulted in a vow from a large number of those present that they would not have an accident during June so they would not have to attend the July meeting. We are glad to report that they kept their vows and that there has been a material reduction in accidents. Keep up the good work, fellows, accidents are hard to explain before the rest of the men.

Supervisor Dickerman left June 22nd for the East to buy a new car which he intends to drive home. We understand it is a Chevrolet sedan.

MECHANICAL DEPARTMENT

The Mechanical Department reports everything quiet and no news.

Your Scribe, having been on an extended vacation, has been unable to make the customary rounds, so news is scarce.



ELECTRICAL



WALTER WHITESIDE LINE

Welcome back, Dan Mason.

Everyone probably knows Dan has been ill for the past two years, therefore we were sure happy the day we heard he had returned to duty.

Miss Lander, of the Line Department office, took a very nice trip to Noo Yok utilizing the month of June. Before leaving she stated she was going by all modes of transportation, train, boat, etc. Have not heard which she enjoyed the most. Incidentally, several of the members of the Department received cards from her, advising about the weather. Some of the lucky persons had X's on the bottom of the cards they received!

W. E. Conway had to take a few days off due to a case of sunburn. So far we have not been able to find out how he received his burn—if he was swimming, boating or fishing.

Gene Laycox is anticipating catching the big ones in Northern California waters, but they probably will get away.

O. J. Moser attended the V. F. W. Convention at Bakersfield recently. In order to obtain time off he let it be known that it was absolutely essential he be there for a successful encampment.

Billy Yandell is looking forward to an extensive trip through several states.

C. G. Woelker took a few days off but didn't state whether he had to attend a convention or not.

Ray Kiddoo spent two weeks working on his home then came back to the office to rest.

SUBSTATIONS

They are at it again, those two sharpshooters, MacMillan and Bass. The Gun Club opened up a new range, hence the newly revived interest amongst these boys. In the near future these boys are going to challenge Police Chief Davis and his crew of sharpshooters to a match.

Elmer Tharp is also at it again. Yes, another one of those cross country jaunts, leaving Los Angeles and traveling to Deming, a distance of 759 miles the first day. He intends taking in the Carlsbad Caves, Grand Canyon, Bryce and Zion National Parks, and other points of interest, which will necessitate a traveling distance of approximately 3,000 miles. He also intends to do some fishing in his spare time.

Henry Neel visited the Fair three times and didn't see the Ford exhibit. Probably if they would close up one of the side shows, Henry would have time to see how the Fords are made.

J. Rose spent a couple of weeks thawing out at Lake Elsinore.

A. Crum tried to catch all of the big ones at the local beaches.

John Burke, genial Load Dispatcher, spent his vacation visiting the different Substations, getting personally acquainted with those to whom he talks daily.

Welcome to the Department, vacation relief operators: W. W. Peverly, H. A. Sinderhauf, and W. D. Hunter.

M. J. Barnett enjoyed a trip to Arizona and the Grand Canyon during the past

month. Judging by a note he dropped, he evidently had to peel some oranges and lemons in order to take them into Arizona. His note contained valuable information to anyone who intends to visit Arizona. This list of do's and don'ts can be had for the asking. Might also add that M. J. is the head of the "Barnett Bureau of Personal Identification."

ELECTRICAL CONSTRUCTION AND BONDING

Ralph Wright had to take a few days off due to a cold.

Bill Lane, it is rumored, is taking his vacation at Catalina because he is afraid to take the Chev. away from the metropolitan area.

Dick Payne doesn't know the difference between asparagus and blackberries. Ask him.

Harl France is busy showing his daughter the country. His recent trip was to Fresno.

Some class to the Bonding Gang since they acquired a new truck.

Claude Campbell has been very ill during the past month, but according to latest reports he is progressing very fine, and is well on the way to recovery.

The two boys one sees walking around the streets with a T-pole, meter and several red flags are not members of the Red Army, they are Bond Testers of the Electrical Department. Every year the bonds or joints in the rails are tested to find out if there are any breaks in the electrical connections. These two bondsmen are Carl Brown and David Huntington.

Carl is yet young and single, but Dave is happily married and the father of a baby girl.

Dave is the owner of a Great Dane dog, very gentle, eats anything, very fond of children and hamburgers. Incidentally, Dave built a dog house the other day large enough to house both he and the hog. Have not heard if he has had to use it as yet.

Carl's favorite sport is to spend his time at the beach with his radio and girl friend, but since his recent run-in with the motorcycle patrol he probably will not be spending his spare time at the beach.



F. ARLEIGH FRAZIER

W. W. Huskey was so sick that he went to bed with all his clothes on even including his shoes. Evidently he didn't have time to take them off before company arrived that evening.

"Doc" Robey wasn't able to ride the pig he had so now he has a swayback horse and colt. He named the colt "Rex." Rex says he don't know what Doc had against him but he is glad the colt isn't of the long-eared variety.

Art Robey has been eating his lunch standing up on account of riding Doc's old grey mare.

Our ladies' man, S. Van Amburg distributed some of his latest perfume to the men in the wheel room and did they

smell sweet?

S. Van Amburg was thinking so hard about a fish story to tell his wife that while unlocking his car he set his fishing kit on the curbing. When he got home and started to take his kit out of the car he discovered he had left it on the curbing at the beach. Then he did have a story to tell.

D. E. Dent arrived at work June the eleventh and, not seeing anyone around, asked the watchman if it was holiday. He was told it wasn't but it was 6 A. M. Too bad Dent, but it is a long time till 8:20 A. M.

Nat Duron the other day was trying to get his arc welder to weld and was outside checking the ground when someone finally asked him if he started the motor, would it work then.

Warren Brown stopped on his way to work one morning to catch an opossum that ran across the boulevard. When he got to work he looked for the opossum but couldn't find him. After about six or seven men about tore Warren's car apart they finally found Mr. Opossum resting up under the dash. We haven't found out yet who was invited to opossum dinner that night.

Geo. Duffin took a day off last month to see the San Diego Fair. But it must have been the Fair Nudists, at least the cop thought so when he pulled Duffin off the fence.

Bill Skinner came in late the morning after the Baer-Braddock fight. His reason was that he lost a 10 cent bet on the fight and couldn't sleep.

L. Griffith, the Checker Champ, left for San Francisco on his vacation. His wife is spending one at home.

Cy Watts is vacationing — destination unknown.

A. L. Davis, Monday June 24th, had breakfast at 5:00 A. M. in Bakersfield and arrived at work before 7:00 A. M. Try that with your V-8 Griff.

Harold Conacher's wife has started him out right. (He brings his lunch and rides the street car to work.)

Dolph Willard received one of Conacher's wedding cigars and traded it for a bar of candy. Dolph was wise—he wouldn't take a chance with the cigar.

E. Edwards swallowed some chewing tobacco and had to go home sick. He says that's funny, he has chewed for twenty years and it never made him sick before.

Robert Allen bought a 1926 Studebaker truck and anyone needing hauling, see him.

A. Oliveri has an Olds truck. New men in the Carpenter Shop and Mill are: J. J. Hopp, J. H. Byron, A. J. Rappe, L. Kraus, W. H. Farris and T. J. Cass.

Sh! K. Graham's wife has twins. Jack Bailey says his vacation is over now that his wife has returned from the East.

Bill Maitland went down to the San Diego Fair to see the nudist colony Geo. Duffin told about, but he couldn't find it.

* * *

Married

Bill (Cough Drop) Mayo has jumped out of the skillet and back into the fire. He was married June 15th, to Miss Florence Irene Guiwits. Thanks for the cough drops, Bill.



F. F. ROBEY

DIVISION ONE

Jimmy Bradley started his vacation July 1st and planned on visiting Northern California.

Jimmy Phillips and family spent a week-end with friends in the Kettleman Hills.

If there is any team that is looking for a good ball game, get in touch with J. T. Marsden of Division One.

Will Pinder recently traded his 1924 Ford for a 1931 coupe. Pinder now wants to race Tommy Hartly and his Chevy. We wonder what the outcome will be.

We wish to welcome the following men to Division One: C. F. McNeil, D. S. Sink, W. L. Shank, G. E. King. We are glad to have you with us, fellows.

We want to extend our sympathy to A. Foreman and family for the loss of their fourteen months old baby, who died very suddenly.

DIVISION TWO

George Ramsey actually caught two yellowtail on his last fishing trip, after spending two previous days trying to learn where fishing was good.

L. H. Scudder says style doesn't mean much, but appearance does, so he is coming out with the collegiate style of mustache.

H. M. Guthrie has proved his ability as a wood carver by displaying some of his work, which he says is just a hobby and keeps his mind alert.

Introducing Mrs. Lillie Hart, a new relief car cleaner, who started working at Division Five and will help relieve women cleaners throughout the vacation period.

R. B. Slocum is still in the hospital, but we are glad to report that he is improving and will be glad to see any of the boys.

Division Two had inside lights lit up the other night, much to the bewilderment of some of the watchmen, but it was caused by W. T. Brown, General Foreman of Car Houses, having called a meeting of his entire supervisory forces, at which forty-one attended. When they left, each one knew what "Billie" had on his mind and went away carrying a bigger load of responsibilities than they had before the meeting, but they were all willing to carry them.

DIVISION THREE

Harvey Travers has come out with a new Ford sedan. Some class!

M. Krakar has returned from his trip to Illinois. He says things are fair back there, but Los Angeles for him.

The Decoration Day fishing trip was complete with many "ups" and "downs" but few fish.

E. W. Swanson has returned from his vacation looking fine and ready for another years grind.

W. Longworth and J. Johnson are the new night cleaners. Glad to have you, boys.

George Treneur was seen with his suitcase and a fishing pole. Why the small trunk, George?

Boyd Walters and Frank Marshall were in an auto accident. Frank received a black eye, which was the only casualty.

DIVISION FOUR

A few changes have been made in the personnel of Division Four due to the remodeling of cars at the South Park Shops. W. H. Farris was transferred to the Carpenter Shop, N. C. Paget to the Paint Shop and N. L. White, car cleaner, to nights as car repairer. The new men to fill their places are: Edward P. Howells, Howard L. Ahrens, F. A. Pauley and J. C. Cathey.

* * *

Wedding

Miss Helen M. Furrer, daughter of Charles Furrer was married on June 19, to Wilson Lee. The ceremony was performed at the Little Church of the Flowers and a reception was held at the home of the bride. The happy couple then departed for a trip to the Northern part of the State.

* * *

Foreman W. W. Aldrich and family visited Catalina Island Sunday June 16, where they spent an enjoyable day.

George Smith and family also spent the week-end on the Island.

J. L. Eddie was transferred to the Commercial Department, where he is engaged in distributing free baseball tickets to street car passholders, providing they can locate him on the car which they are riding. Jim finds it very interesting as it affords him an opportunity of contacting many different types of people.

DIVISION FIVE

Ralph Nokes finally got in from that most wonderful trip from Kansas. That old '26 model Essex never even boiled, that is, you know, oh, of course, just a little bit, not too much.

George Prakel also reports, "Seeing America through a cloud of dust." He made nine hundred miles a day, some days, in his trip to North Dakota and in a '33 Chevy at that. We suppose that that is the reason W. J. Alport bought him a '33 Chevy.

Fred Yenour ran a sliver of a brake shoe in his left hand and had to lay off the balance of the evening.

It seems to be a settled fact among the night boys that "Soapy" Boen has a girl friend somewhere.

George P. Macqualter, Assistant Foreman, is a-foot these days, having traded in his Buick for a new Dodge, delivery to be made at the factory upon his return from vacation.

It looks for sure as though the Division Five Night Ball Team is out to win. All they need now is a few more good rooters. Your financial support is also welcome and the way you can best help out in this is to buy a ticket from one of the players, on the Grand Drawing. Tickets are only ten cents and there are several cash prizes as well as the grand prize, which is a merchandise order on a well known clothing store. The proceeds of these tickets are to be used to buy sweaters and caps for the team. So why

send your money to Ireland when you can spend it at home, where the odds are less and the need is greater? Come out and watch a good team win.



H. I. SCHAUBERT

The sympathy of the Track Department is extended to the family of Martin Rocha, who passed away last month following an operation.

Elmer Mitchell's vacation plans went glimmering the other night when he stepped from a work motor at Santa Barbara and Hoover and broke his ankle. However, he is resting easily at his home and does not seem a bit downhearted.

Beryl Rodifer is another one in hard luck. He has been forced to spend several weeks on sick report but is showing rapid improvement now.

Jimmy Taller is undergoing treatment for a stomach disorder at the California Hospital. He is hopeful of avoiding an operation.

The Sparks family have turned gypsy again. This year they take the trail for Vancouver. "Whatcha tryin' to do Les, teach the kid his geography by automobile?"

Al Curfman is making vacation relief for the Welding Foreman. At present Bill King is enjoying himself down at Santa Monica.

That pleasant voice you hear, when calling Vernon Yard, belongs to Sammy Van Der Berg. He is to act as assistant to Austin Fleetwood during the summer.

Louie Schmidt laid off for a few days last month to take in the wonders of the San Diego Exposition.

Jack Robinson has taken leave for the month of July to visit the old home in Utah. Claims he had to go this year before his rapidly increasing family out-grew the automobile.

Heywood Dyer took two weeks leave last month. He went to Michigan after two new automobiles, one for himself and the other for a relative. Wonder which car was towed?

George Jamison has purchased a swell new outfit for his contemplated fishing trip to the Sierras this summer. What's that old gag about anticipation is better than realization?

B. H. Eaton was painfully injured a few days ago when his finger was caught in a car door and broken.

The Vernon Yard Ball Team now has some loyal supporters. Charlie Plume, Bill Swearingen, Carle Heffington and Mike Finn promise drastic action on any umpire who tries to pull a fast one.

Strained relations exist between the Fleming and Simmons factions at Anaheim Landing. Fleming found out where Simmons had been catching all his big fish. Since Ed started fishing there Cal has been out of luck. Cal claims that's practically stealing 'em.

Rather than have his chickens suffer from inattention, Johnny Teagarden gave up all thought of a trip to Honolulu and remained at home. Beautiful sentiment, Johnny. Very commendable.