

Two BELLS



ARTS & IDEAS

The following is a facsimile of the letter written in 1915 by H. E. Huntington, then President of our Company, expressing his appreciation for the splendid work of the employes of our Company in a similar campaign to that we have just gone through.

The wording of the letter is so appropriate to the 1935 campaign that President Haskins is using it not only likewise to express his appreciation, but as a document of considerable historical interest to all of us.

LOS ANGELES RAILWAY

H. E. HUNTINGTON, PRESIDENT

HOWARD HUNTINGTON, VICE-PRES. AND GEN. MANAGER

C. A. HENDERSON, SECY. - TREAS., ASST. GEN. MANAGER

721 PACIFIC ELECTRIC BUILDING

LOS ANGELES, CALIFORNIA

June 4, 1915.

To the Officers and Employes

Of the Los Angeles Railway:

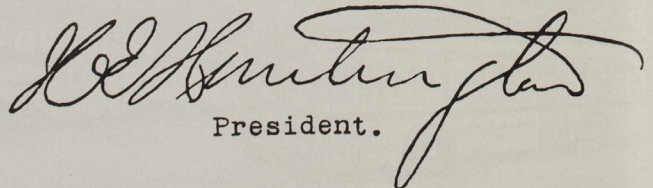
Gentlemen:

The systematic and united efforts of the employes of the Los Angeles Railway at the election held last Tuesday, June 1st, was the most important factor in the decisive defeat of the so-called "Jitney" initiative ordinance.

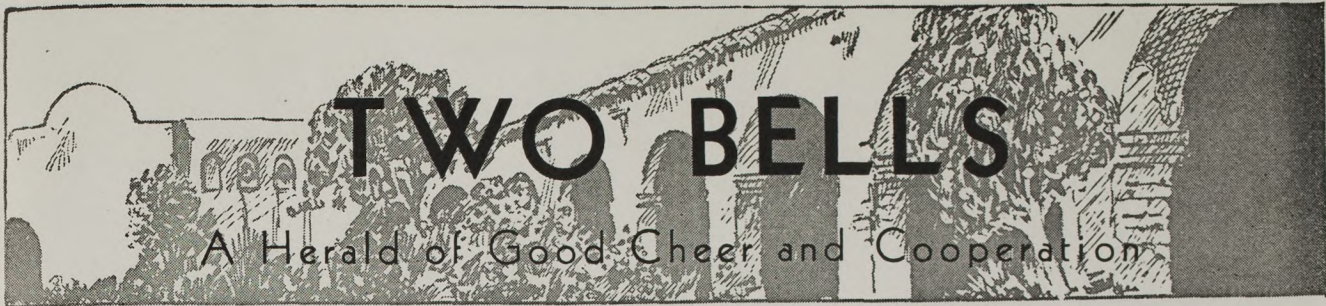
It is, I believe, only a question of time until the people of Los Angeles will agree with us that this "Jitney" competition is unfair to the Railway, unjust to all its employes, and above all a serious menace to the development of the city as a whole.

It is a source of gratification to me that the officers and employes have joined so enthusiastically in the work of protecting the interests both of the company and every man connected with it in any capacity. In view of the fact that I cannot see you all personally I am taking this means of thanking you for the loyal spirit shown all along the line.

Very truly yours,



President.



Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

June, Nineteen Thirty-five

Number Six

JANET C. McNEILL

Publicity Manager and Editor

Who Is Your Guide?

By JOHN COLLINS
Supervisor of Safety

If a man wants to go to a certain place he starts in that general direction, probably not realizing he is acting under the orders of his mind. After arriving at his destination, the incidents pertaining to his arrival are forgotten as of no consequence.

The man who is involved in accidents for which he thinks he is not to blame banishes them from his mind much the same way. It may never occur to him that the same mind which guided him to his destination in the first place, if rightly employed, would have enabled him to avoid the accident.

The discourteous man may wonder why there are so many discourteous people in the world. He may not realize that he is making his own world, and that by righting himself he will find that things and people will begin to change toward him. This is the reason that courtesy is our first rule of safety.

Do you suppose that the trainman who is saturated with the idea of rendering service to his fellow man has the same troubles, meets the same kind of people or conditions, as the man who is not interested in any one but himself? Nature's law is: Do the thing and you shall have the power. The choice of which direction you go is left to you.

We are endowed with all the necessary faculties for self-protection, or preservation of the species. Therefore, the first step towards the prevention of any kind of an accident is to realize that the only protection you have is that of your own self.

It is what you see, what you think, and the way you react to these things, that decide what the effect will be. Therefore, be critical of yourself. Learn to exercise your faculties and you will find your world will change for you will come in contact with a class of people of like ideas to your own.

League Thanks Employees

for Loyal Cooperation

Again it has been proved that every man's job can be as important as any other man's job.

For example: a philharmonic orchestra must have its leader, but the leader himself is helpless without the aid of the first violinist, and the first violinist will be in difficulty if the kettle-drummer does not cooperate with him.

Thus every piece in an orchestra works together to build an effect. But if the flute player was one bar behind, or the piccoloist one bar ahead, or if the pianist refused to play, the effect would be far different and

the orchestra would fail in its attempt.

In the recent jitney and bus campaign, the above contentions were proved to the satisfaction of everyone. It was proved only because every employe of the Los Angeles Railway Company, from the President to the errand boy, worked in accord and harmony.

We wish, therefore, to take this means of thanking every employe for his loyalty and hard work. By cooperation we were able to win, and it is to you that we credit the victory.

THANKS.

Employees Protective League

L. A. REEVES

F. W. MELLENTIN

W. H. HOLLENBECK

Advisory Council

Based on past experiences, I have the utmost confidence that any man who recognizes the hazards of Zone One, can make that zone safe. You can not do it if you attempt to blame others for your own poor moves, or for the fact that they were absent-minded. Why was it that you came in contact with the absent-minded?

If your mind starts to wander, bring it back. Make it get on the job. No one else can do this for you, and you should be able to control your thinking.

You are not concerned so much in what others may do as you should be in what you are doing. You must do the thing for yourself, for we can only be valued as we make ourselves valuable.

When the individual is right, the group must necessarily be right, and all is well.

Promotions

Effective May 1, 1935, the following appointments and changes were made in the Treasury Department:

Mr. T. G. Duvall, Assistant Paymaster and Cashier, was appointed Paymaster, to succeed Mr. G. W. Lane, deceased.

Mr. F. P. Snyder, Assistant Cashier, was appointed Cashier and Assistant Paymaster, to succeed Mr. T. G. Duvall.

Mr. Stanley Underwood, Assistant to Cashier, was appointed Assistant Cashier, to succeed Mr. F. P. Snyder. Mr. C. C. Carrigan was appointed Assistant to Cashier, to succeed Mr. Stanley Underwood.

Mr. E. C. Fly was transferred from the Auditing Department, to succeed Mr. C. C. Carrigan in the Money Counting Bureau.



A part of the drill-press room at the South Park Shops commencing to drill a small portion of the 100's of miscellaneous brackets, braces, panels, etc., that will be required for the reconstruction of 53 type "H" cars to type "H-4." Left to Right: C. L. Lock, M. E. McCune, Foreman; W. V. Cook, George S. S. Lambert, George Duffin, M. R. Houser.

Reconstruction Program Goes Forward

By H. E. JORDAN
Superintendent of Equipment

The program of reconstructing fifty-three of the type "H" cars into type "H-4" has been started, and the South Park Shops are already busy making step brackets, new steps and doors, and other parts that will be used in conjunction with the door-operating and control mechanism, which will be obtained from Eastern manufacturers.

Most of us know that the present type "H-4" cars are used on line "N," and are suitable for one-man-two-man operation, being fully equipped with the latest safety devices, which insure the maximum protection to passengers.

The cars will have air-operated new double doors with folding steps on each end, the forward door at the rear of the car being equipped with a treadle mechanism and sensitive door edge. In addition to the above-mentioned features, there will be new stanchion and grab handle arrangements, as well as new lighting arrangements, all of which contribute to making this car more attractive in appearance, and to improving its safety.

The present plans are to commence the installation of the equipment as soon as the materials from the East arrive, and to proceed at the rate of completing four cars per week. If the program moves according to the shipping-date promises of the Eastern manufacturers, the cars should be completed some time in October, and will be assigned to operation.

Committees Thank Employees for Work

The undersigned members of the committee wish to take this opportunity and means of thanking the employees of the Way and Structures Department for their one hundred per cent cooperation and assistance in connection with the recent campaign.

The united effort put forth by each and every one of you had much to do with the successful outcome.

Again thanking you and assuring you that your willing help is sincerely appreciated, we are,

CHAS. S. SMITH

WM. M. MORGAN

*Committee Way and
Structures Department*

* * *

The undersigned members of the committee wish to thank the employees of the Main Building for their help and cooperation during the recent bus campaign.

It was only through such cooperation as yours that Propositions No. 1 and No. 2 were defeated.

WALTER E. WHITESIDE

LOUISE KELEHER

HELEN HUGHES

DAN H. JOHNSTON

Building Committee

Honor Roll Meet

A very interesting meeting of the H.R.E. was held at Division Four on May 21st. There were about 40 present.

A full discussion of the recent activities of the H.R.E. in the matter of the campaign against the buses in cooperation with the Employees Protective League was had, also letters were read from E. R. Dye and Mr. Reeves.

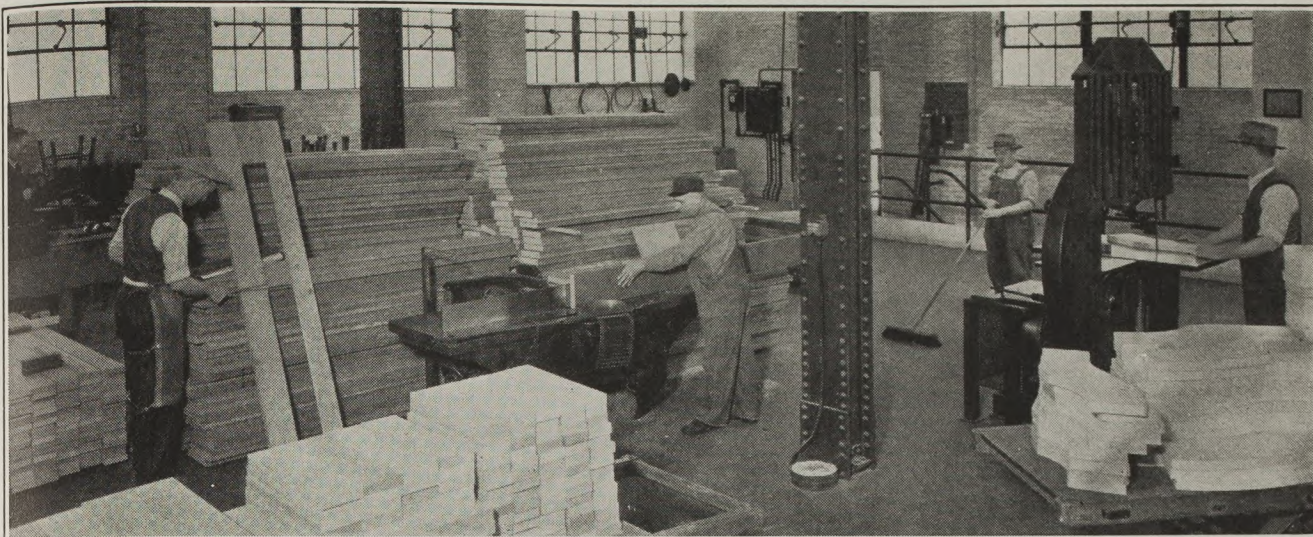
Mr. Dye's letter was in part as follows: "I wish it was possible to individually thank every member of your organization for the splendid spirit of loyalty shown by them in their successful efforts to defeat these two propositions."

It was decided to hold our annual picnic on July 20th, and the ladies are expected to take an active part in preparing for this picnic by getting in touch with A. A. Cash, Chairman of the Committee on Arrangements.

The regular monthly meeting will be held on June 18th. We hope to have a full attendance. This will be the last regular meeting until Tuesday, September 17th, as the regular meeting for July will be merged with the picnic on July 20th, and August is our vacation month.

Now NOTE: the September meeting is important. Election of officers will be held at this time. Do you want a change of officers? Attention will be called to this meeting in the September Two Bells.

GEO. A. PRICHARD, *Secretary*



A section of the South Park Shop mill just starting to manufacture 424 new double-doors, required for the re-construction of 53 type "H" cars to type "H-4.". Left to right: R. D. Perrillard, L. A. Johnston, Head Millman; G. Alimonti, N. Costa and A. O. Malm.

Square and Compass Doings

Another month has come and gone and another good time was had by those members of the Los Angeles Square and Compass Club who were fortunate enough to attend the regular meeting.

A very delicious turkey dinner was served, much to the surprise of all members present, which was followed by a "Hill-Billie" show, exemplifying the "Home on the Range."

Three applications for membership were read and accepted, these being Brothers L. A. "Tony" Reeves, Floyd E. Noff, Second Shift, Garage, and W. S. Culver. Welcome, Brothers, and may you attend often.

Brother Walter Whiteside again reminded the membership of the vaudeville show extraordinary to be staged June 29, 1935. He stated that the sale of tickets had been very good so far, but not to become over-confident and fail to sell more.

COMPASS POINTS

Les Sparks and A. G. Rex spent considerable time in the meditation chamber before the meal.

The reason Ira Booth arrived late for the dinner was to show off his new Panama.

Did you notice the group at the "Old Soldier's Home Table"? If you don't think the name comes justly, just listen to this personnel: Ely Fletcher, Papa and Son Mattern. J. W. McKeown, John McCormick, General Culver, Wm. Sibley and Bill Yohler.

What was wrong with the officers? Secretary Born was half an hour late; Treasurer Yeager failed to arrive, and

Vice President Morgan also was on the absent list. Tch! Tch! Tch!

Speaking of V. P. Morgan, he must think he is a Past President the way he has been missing meetings lately.

The laugh of the season was when Phil Klingelsmith signed the register "MR." Klingelsmith.

Glad to see the old team of Bean and Polchow back together again. Brother Polchow missed the last meeting when he was forced to undergo an operation.

Johnnie Miller arrived late, but not late enough to miss out on the eats.

President Elrod should take all new members under his wing and seat them with elevating persons. Instead he permitted Howard Babb to keep company with Tex Hiller, Les Sparks and Herb Peterson.

Bill Morgan requested the waitress to remove the bouquet of flowers from in front of Ray Smith, he feared Ray would, in a moment of anxiety, devour them.

Wonder why Joe Steenrod left in such a hurry after the dinner!

After staying away for some time Homer Runyon attended, and from all appearances he certainly enjoyed himself. Let's make the visits more often, Homer.

Past President Bill "Huey Long" Morgan of the Minority Report, was appointed Chairman of the Committee of One to find a copy of the by-laws, the same to be presented to President Elrod, amid great ceremony.

Don't forget the next meeting June 15th. Keep the date open, the place to be announced later.

Well, must sign off now with one

more thought (yes, I do think at times) there are plenty more TICKETS to be SOLD for the night of June 29th, 1935.

Fraternally yours,

WALTER E. WHITESIDE, pinch hitting
for J. K. WILSON,

Director of Publicity.

Special Rates For Flying Lessons

The tremendous interest in aviation now sweeping the country has apparently penetrated the ranks of the Los Angeles Railway Employees. According to recent reports a number of LARY men plan to "get out of the traffic and into the air," and are taking up this thrilling sport in a big way.

In order to really make it possible for LARY men to "get out of the traffic and into the air," the California Flyers, flying school located at the Los Angeles Municipal Airport (Mines Field), Inglewood, are making a special offer to LARY employees which means a saving of almost 50% over current flying prices.

Using the finest sport and training equipment available, the world famous Kinner-Fleet, the plan allows readers of Two Bells to pay as they fly and the amount is so small that "now everyone can fly." All equipment, pilots, mechanics, etc., are U. S. Government Licensed and of the highest type.

All LARY employees wishing full information should call Mr. Sherman, THornwall 1126, or write California Flyers, Hangar No. 3, Los Angeles, Municipal Airport, Inglewood, California. Or drop in at the airport and talk it over.



Barbecue at Vernon Yard with Bill Swearingen and Cal Simmons officiating.

May Day at Vernon Yard

By H. I. SCHAUER

May Day was celebrated in Vernon Yard with a Barbecue, attended by one hundred and ten appetites and Tom Bulpin. Bill Morgan acted as Master of Ceremonies and John Collins as Chaplain. Blaize's Orchestra from South Park Tin Shop furnished the entertainment; cigars by Eaton; food by Swearingen and Simmons; delivery of same by Schmidt, Cox, Kennedy, Baldwin, Watkins and Hefington.

Real man to man talks were given by Mr. Harris, Mr. Eaton, Mr. Jordan, Mr. Neary, Mr. Pierson, Mr. Dye, Mr. Hilf, Mr. Ferguson, Mr. Williams, Mr. Snyder, Mr. Nock, Mr. Brown and Mr. Hollenbeck.

Our President, Mr. Haskins, was denied attendance at the Barbecue on orders of his physician, who evidently is familiar with affairs of this kind.

This was another May Day affair which turned into a riot. Not the cussing, fist swinging, black eye kind but one of good fellowship, plate cleaning and belly-aches. The kind that only faithful employes of the Los Angeles Railway know how to enjoy.

Contributed by Doc Robey

A little verse that rings in my mind
and sort of got under my skin:
"A good thing to remember
And a better thing to do
Is work with the construction gang
Not with the wrecking crew."

Assigned Safety Work

The following have been assigned to instructing in correct operation under the guidance of John Collins, Supervisor of Safety: O. T. Elrod, H. T. Scott, W. E. Snell, D. D. Rhoads and H. F. Snow.

Mr. Collins is just getting the plans of the Safety Department organized and by the first of July the work will be in full progress.

Visitors

Mr. and Mrs. Louis Recappe are entertaining Mr. Recappe's sister, Mrs. Hanley and her daughter, Loretta, from Illinois. The Recappes have a new Plymouth sedan and their guests are helping break in the new car.

News of Supervisors

Supervisor Charlie Bates is taking in the World's Fair on his vacation, and Supervisor A. T. Harless is visiting relatives in Arizona. T. R. Guidebeck and L. B. Offmeister are subing in their places.

Mrs. Bill Snyder was a delegate to the P. T. A. Convention in San Diego and while there visited the World's Fair.

On June 1st, Supervisor J. W. Tuberdyc started to Detroit to vacation with his brother. L. E. Sausser will pinch hit for him.

Your Vacation

Los Angeles was the first city in the United States to provide for the summer vacations of its citizens and their families, and for more than twenty years has been offering the public inexpensive outings at its picturesque mountain camps.

By placing low-cost outings within the reach of almost any individual or family, the two city camps, Seeley and High Sierra, will help to solve the vacation problem for thousands this summer. In spite of their low non-profit rates, these are in no sense charity camps but simply special features of the public recreation service, available for use in the same way as the city's playgrounds, community centers, swimming pools, tennis courts, beaches, and other facilities.

People from all walks of life visit these camps and find in their friendly atmosphere and hospitality just the kind of vacations for which they have been seeking. Information about this municipal vacation service may be obtained at the City Playground and Recreation Department's camp offices at Room 305, Los Angeles City Hall, telephone number MICHIGAN 5211.

For Sale

Steel camp bed, double. Folds to 6"x6"x48". \$1.50. Call GRANITE 6338.



Left Table, left to right: H. A. Longway, Foreman, Truck Shop, So. Park; H. C. Conacher, Foreman, "C" inspection, So. Park; Joseph Gordon, Foreman, Blacksmith Shop; Doyle Rishel, General Foreman of 16th Street Garage; F. O. Rowbottom, Chief Clerk, 16th Street Garage; R. W. Turner, Night Foreman, 16th Street Garage; W. C. Brown, Asst. Supt. of Car Equipment; George MacKenzie, Asst. Supervisor of Vocational and Practical Arts, Section, Trade and Industrial Education; C. H. Heywood, Foreman, Division One, Mechanical; J. E. Steenrod, Clerk, Supt. of Equipment; W. W. Aldrich, Foreman, Division Four, Mechanical; Lee Crump, Foreman, Paint Shop; D. J. Sullivan, Asst. Engineer, 16th Street Garage; W. J. Dewhirst, Machine Foreman, 16th Street Garage; Floyd Nolff, P. M. Foreman, 16th Street Garage; C. B. Lindsey, Supt. of Automotive Equipment.

Right Table, left to right: F. T. Burchett, Chief Clerk, Supt. of Equipment; J. T. Watts, Foreman, Wiring, So. Park; M. E. McCune, Foreman, Machine Shop, So. Park; E. C. Muse, Foreman, Division Three, Mechanical; W. R. Cavett, Inspector of Operating Equipment, Mechanical; John M. Cook, Foreman, Air Room, So. Park; A. L. Davis, Asst. Shop Inspector, So. Park; J. D. Hale, Progress Clerk, So. Park; H. C. Smith, Foreman, Winding Room, So. Park; Jos. M. Spearing, Foreman Carpenter Shop, So. Park; I. C. Gordon, Foreman, Division Five, Mechanical; Wm. T. Brown, General Foreman of Car Houses; Dr. David Jackey, Director of Vocation Teacher Training, U. C. L. A.; R. L. Guignard, Shop Inspector, Mechanical; Claude Nihart, Supervisor Industrial Arts Education.

Back Row, left to right: P. B. Harris, Vice-President and General Manager; F. F. Robey, Asst. General Foreman of Car Houses; Howard Campion, Asst. Supt. of Schools in Charge of Adult and Vocational Education; H. E. Jordan, Supt. of Equipment.

Frolic Follows Course of Study

By F. T. BURCHETT
Chief Clerk to Supt. of Equipment

The group of men shown in the accompanying photograph constitutes in part the supervisory personnel of the Mechanical and Automotive Departments. These men are responsible for the general maintenance of the rolling stock, and to hear any one of this group tell it, it is no small job to keep the hundreds of street cars and motor coaches rolling.

Through the courtesy of a branch of the Vocational Educational Department of our local and State school system, this group, for the past few weeks, has had the opportunity of attending a series of foremen conference meetings, under the direction of George Mackenzie, Assistant Supervisor, Vocational and Practical Arts Section, of Trade and Industrial Education.

During these meetings, the following subjects were discussed:

Duties and Responsibilities of a Foreman, Cooperation Between De-

partments, Improving Morale and Developing Interest, Methods of Preventing Waste, Progressive Foremen, Proper Method of Instructing Men.

At the conclusion of the meetings, Mr. Mackenzie took the various comments made by members of the group, pertaining to each of the above subjects, and compiled them into a bound volume.

This book will become a valuable asset to each foreman in the discharge of his duties.

Throughout the meetings, a splendid spirit of friendly cooperation prevailed, and members of this group, whose duties are so closely tied together, have, undoubtedly, been helped to a better understanding of the problems of one another.

Through the consideration of the Management, a dinner party was arranged for the group and held on Wednesday evening, May 22, 1935, as a fitting climax to the course of study.

It is obvious from the expression on certain of the individual's faces, that the evening culminated a very successful series of conference meetings.

F. F. Robey, Assistant General Foreman of Car Houses, officiated as

Toastmaster. Only one that is personally acquainted with Mr. Robey could conceive or imagine his genial way of making the evening a huge success.

Our honored guests were P. B. Harris, our Vice-President and General Manager; George Mackenzie, Assistant Supervisor of Vocational and Practical Arts Section of the Trade and Industrial Education Department; Howard Campion, Assistant Superintendent of Schools in Charge of Adult and Vocational Education; Claude Nihart, Supervisor of Industrial Arts Education, and Dr. David Jackey, Director of Vocational Teacher Training of U. C. L. A., each of whom gave us a splendid short talk.

The Toastmaster then proceeded to throw the meeting into a panic by indiscriminately calling upon various individuals, after giving some short and unflattering remarks concerning the one who was about to be called upon, to address the party. However, each one rose to the occasion and made a fitting response.

The meeting was concluded with very appropriate remarks by Mr. Jordan. Everyone enjoyed the evening, and it will be long remembered by each member of the group.



Few people realize that the Car Barn Cafe at Division Three, managed by Harry Tuttle, is an adjunct of the Los Angeles Railway. Harry is shown here at his busiest hour.

Famous Tuttle Food House Expands

When you satisfy the inner man, boy, you have done your bit, and when you do this year after year, and each succeeding year not only hold your customers but bring new ones, there certainly must be a reason.

From a little shack in the beanery class to a modern up-to-the-minute cafe the Car Barn Cafe has steadily made progress, and to Manager Harry Tuttle goes the credit for bringing this about. A non-profit business makes it possible to keep everything up to the minute and this is evidenced by the equipment that is visible on every hand.

The food stuffs are purchased in quantity and, furthermore, quality is the keynote at all times. Cleanliness is paramount, and weekly visits from the Health Department have never yet brought criticism from any angle.

Since January 15, 1935, Manager Tuttle—although naturally quite corpulent—has increased his chest expansion several inches by reason of pride in further equipment expansions. One of the new pieces of furniture which is occupying space in the Tuttle Eat House is the latest General Motors liquid cold refrigerating system which keeps cold and fresh all meats, vegetables and everything else that is used to build up those excellent meals that go onto the counter.

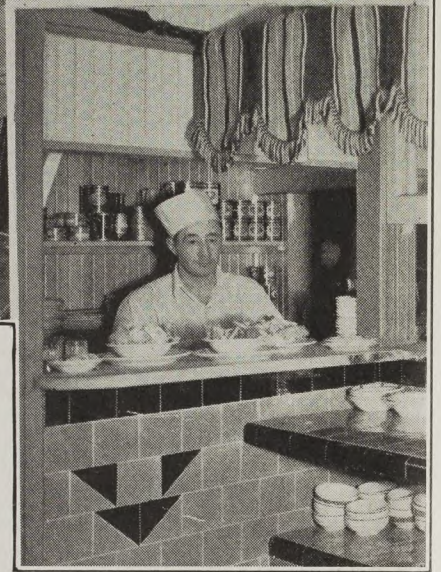
An increased business called for more meat space, so the "big boy" got out in the market and with the help of several dozen willing helpers an iceless box (about one and one-half ton capacity) was squeezed and

pushed into its position in the kitchen, and then, not content, he remodeled the building. First, a new office was built on the north side, and in the space that it formerly occupied went additional booths. Part of the space was made into an up-to-the-minute salad room that is the last word in kitchen construction.

A colored tile facing in front that extends around in front of the serving window adds beauty as well as cleanliness, and back of the partition the salads that tempt are arranged in a manner that can't help but make one want to linger and perhaps make an entire meal from the various delightful concoctions on display. This portion of the cafe is seen in the lower right hand corner picture. The central view shows that portion which is set apart for the cash customers, and where can one find a better spot in which to satisfy the inner man?

Quick service, reasonably priced, together with quality and quantity, is the reason that Manager Tuttle is catering not only to trainmen, but his patrons come from outlying cities and they bring their friends time and time again to enjoy the splendid meals that he and his competent employes furnish.

The writer overheard a chef of more than forty years service in various parts of the East, pay this tribute to Harry's endeavors: "I have never worked in a place where equipment and food stuffs are kept up as is done in the Car Barn Cafe." This, coming from one who has seen service in



Salad Shelf—Everything on Ice.

hotels and cafes, only verifies what the patrons learn when they patronize this popular place.

The Car Barn Cafe is open on Sundays—in fact, it never closes. Take the family there for your Sunday dinner.

A Friend Indeed

Ardent friends of the Company often spring up from unexpected places and such was the case in the recent bus election.

One of these was Ivan R. L. Baker, a young student of the John C. Fremont High School. Unsolicited and at his own expense, he had a lot of small cards printed and on election day he passed them out to every prospective voter he met. Just before election day, he had hand bills printed, also at his own expense, and passed them from house to house. This was not done for self advertising as the cards bore only the words, "Your Life is in YOUR Hands. To avoid More Traffic Deaths Vote NO! NO! Propositions 1 and 2—Jitney Bus."

This young lad is a collector of street car transfers and tickets and has over 2300 in his collection from every state and numerous foreign countries.

Year's Activities of Benefit Plans

In order that all employes may be advised of some of the benefits received through the Employes' Benefit Fund Plans, following are some of the activities of the Personnel Department during the fiscal year ending February 28, 1935.

During this period, there were thirty-eight deaths and only two were not covered under our Group Life Insurance Policy. A check of the payment of these claims to the beneficiaries shows that a majority of the claims were paid within two days after the death, but the average length of time was five days due to the fact that one of the beneficiaries lived in a foreign country.

Over a five year period, there have been 159 deaths, among the employes, only three of whom were not covered by the Group Life Insurance.

Following is a list of the employes who died during the last fiscal year:

- W. O. Bailey, Flagman, Transportation Department,
- A. V. Sutherland, Conductor, Division Four,
- A. L. Layton, Conductor, Division Four,
- B. H. Hellman, Special Roll,
- W. C. Bourland, Special Roll,
- E. L. Ayers, Conductor, Division One,
- D. F. Hodges, Motorman, Division One,
- J. A. Godwin, Motorman, Division One,
- H. O. Taylor, Service Inspector, Transportation Department,
- A. B. Morse, Flagman, Transportation Department,
- C. A. Henderson, Secretary and Treasurer,
- P. C. Peterson, Special Roll,
- A. H. Bromilow, Car Cleaner Foreman, Mechanical Department,
- R. O. Farmer, Motorman, Division Five,
- G. W. Bruffett, Chief Special Agent, Transportation Department,
- H. B. Truitt, Watchman, Mechanical Department,
- F. P. McMurphy, Special Roll,
- O. H. Bennett, Carpenter's Helper, Way & Structures Department.
- J. R. Gibbs, Motorman, Division Four,
- A. B. Merrihew, Superintendent, L. A. Railway Bldg.
- C. F. Morrissey, Conductor, Division Four,
- A. R. Phillips, Motorman, Division Three,
- G. A. Waggoner, Assistant Car House Foreman, Mechanical Department,

W. B. Huddy, Conductor, Division Four,

R. B. Clark, Clerk, Claim Department,

O. Quinn, Conductor, Division Four, P. Mathews, Special Roll,

G. F. Miller, Instructor, Transportation Department,

J. J. Maloney, Foreman, Way & Structures Department,

L. A. Lock, Repairer, Mechanical Department,

H. F. Henley, Special Roll,

H. H. Rishel, Blacksmith, Way & Structures Department,

G. R. Evans, Conductor, Division One,

E. L. Dandurand, Traffic Observer, Schedule Department,

W. Schultz, Special Roll,

J. G. Liles, Conductor, Division Three,

G. E. Campbell, Chief Draftsman, Engineering Department,

E. W. Lyon, Motorman, Division Five.

Under the Group Sickness and Accident Insurance during the last fiscal year, there were 675 employes who received benefits, and all claims were paid promptly, unless delayed through lack of proper medical evidence.

During the last fiscal year, there were 498 employes treated for occupational injury, 25 of whom required hospitalization, which represented 363 hospital days. Under the Medical Plan during the same period, there were 2,836 employes treated for sickness and 387 for non-occupational injury, making a total of 3,223. Of this number, 137 required hospitalization, which represented 1,620 hospital days.

So often when an employe is sick or injured, he comments on how grateful he is for being a member of the Medical and Insurance Plans, and states that while he had often wondered why he was carrying the insurance and medical, sometimes feeling that it was a waste of money, he now realizes it is the best investment he ever made.

Under the Wives' Death Benefit Fund for the last fiscal year, there were fifteen wives' deaths, the beneficiaries being paid a total of \$7,464.50, or an average of \$484.16 per death. During the last five years, there were 81 deaths among the wives, with an average cost to the employe of \$4.05 per year. Recently there has been a campaign to get all married employes to become members of this Fund, and this campaign has raised the amount to be paid in case of death to over five hundred dollars.

Mr. Bishop's Son Passes

Emmet Bishop, son of S. A. Bishop, General Claim Agent, passed away at the California Lutheran Hospital on May 27th, after a long illness. He was twenty-nine years old.

The many friends of Mr. Bishop in the Los Angeles Railway extend through Two Bells their heartfelt sympathy to him and to Mrs. Bishop and to the bereaved wife.

*Gentle words may oft obtain
What the hard ones fail to gain*
—CASTILANOS.

Journey's End

James Robert Walker, Service Man at the Garage, died on May 4, 1935. He was a native of Los Angeles and entered the service of the Company on November 1, 1933, as a car cleaner. He was transferred to the Garage as service man March 26th of this year. Mr. Walker is survived by his wife, a baby, and his mother.

* * *

George Walter Lee, Flagman in the Transportation Department, passed away May 8th. He was born in Boonville, New York, and came to work for this Company as a car repairer at Division Four on April 3, 1907. He was transferred to watchman October 16, 1929, and later transferred to flagman February 15, 1935. Mr. Lee is survived by his wife.

* * *

Marvin Davis, Janitor at the Garage, died May 10th. He was born in Covington, Tennessee, and was employed by the Company as a car washer, August 5, 1927. On May 1, 1934, he was transferred to janitor. He was a member of K. P. Damon No. 6, Los Angeles. Mr. Davis is survived by his wife and two children.

* * *

Motorman Ledford Burnett, of Division One, passed away May 11th. Williamsburg, Kentucky, was his birthplace, and he was employed as a motorman at Division One on April 11, 1917. He was a member of the Maccabee Lodge of Los Angeles. Mr. Burnett is survived by his wife and four children.

Appreciations

Special letters of appreciation for kind expressions of sympathy were received by the company from Mrs. George W. Lane; Mrs. George Lee and Family; L. R. Temple and Mr. and Mrs. A. E. Temple.



Back row left to right: L. B. Meek, Capt; M. A. Triboulet, left field; G. M. "Mel" Woodward, pitcher; R. W. "Memphis" Barnett, catcher; C. W. Morris, 1st base; P. E. Maze, 2nd base; B. S. "Buddy" Evans, right field; W. H. "Mac" Meloy, utility; Bert E. Johnson, Manager.

Seated, left to right: L. E. Barkley, Umpire; W. G. "Bill" Schmidt, center field; W. R. "Wildcat" McIver, short stop; L. E. "Schnozzle" Grubb, utility; Geo. E. Ferguson, Supt. Division Three; Wayne Gardner, 3rd base; C. E. Dennis, utility; R. P. Martin, catcher; T. J. "Cream Puff" Mulrine, scorekeeper.

Kneeling: Clayton Meloy, mascot; Louis Ferguson, asst. scorekeeper.

Behind the Screen

By C. J. KNITTLE

Yes, siree, folks, we're behind the screen at the Lary League Ball Park at Vernon Yard.

The Coach Division Team and the Division Four boys have the field and are putting up a furious fight, but not to win first place in the standings. No sir! These lads are playing desperately to keep out of the cellar position in the list.

This was May 26th, ladies and gentlemen, the eleventh Sunday in the twenty-one weeks battle for the beautiful P. B. Harris Baseball Trophy.

Division Three still leads in the standings. Division One and Virgil (the Los Angeles Motor Coach Team) are practically tied for second place.

Division Five's leap from the bottom position in last month's standings to fourth place is really worth a big hand.

In the May Two Bells we gave you the scores and standings up to and including the April 21st games.

Now let's go on with the story.

April 28th

| | |
|---------------------|-------------------|
| At 10:00 A. M.: | R. H. E. |
| 16th St. Coach..... | 010 010 1-3 7 1 |
| Division Five..... | 040 000 8-12 17 0 |

Chiaro and Burlingame; Smith and Ryan.

| | |
|--------------------|-------------------|
| At 12:30 P. M.: | R. H. E. |
| Division Four..... | 000 000 2-2 4 4 |
| Vernon Yard..... | 155 445 x-24 23 1 |

Fry, Whitaker, Lynn and Hancock; Georges and Curfman.

| | |
|---------------------|------------------|
| At 3:00 P. M.: | R. H. E. |
| Virgil Coach..... | 000 000 0-0 1 0 |
| Division Three..... | 110 034 x-9 15 1 |

Kinley and Dummer; Woodward and Barnett.

May 5th

| | |
|--------------------|-------------------|
| At 10:00 A. M.: | R. H. E. |
| Division Four..... | 050 040 1-10 11 0 |
| Division Five..... | 134 300 x-11 19 0 |

Thompson and Hancock; Smith, Linger, Misko and Ryan, Burlingame.

At 12:30 P. M.:
Division Three and Division One were scheduled to play. The game was postponed on account of the Division Three picnic at Camp Seeley. The picnic was postponed on account of the approaching election. The Division Three Team immediately informed Division One players they would play the game as scheduled, but the Division One Team had already arranged to play a practice game with the Leonard Wood Juniors.

| | |
|-------------------|-------------------|
| At 3:00 P. M.: | R. H. E. |
| Virgil Coach..... | 212 420 4-15 19 4 |
| Vernon Yard..... | 000 164 1-12 14 1 |

Kinley and Dummer; Borgus, Georges and Curfman.

May 12th

| | |
|-------------------|------------------------|
| At 10:00 A. M.: | R. H. E. |
| Virgil Coach..... | 014 212 (Time -10 6 0 |
| Division One..... | 000 001 expired)-1 6 8 |

Cutler and Dummer; Means and McDonnell.

| | |
|---------------------|-------------------------|
| At 12:30 P. M.: | R. H. E. |
| 16th St. Coach..... | 000 001 (Time -1 5 10 |
| Vernon Yard..... | 005 147 expired)-17 4 4 |

Miller and Jeffries; Borgus and Curfman.

| | |
|---------------------|------------------|
| At 3:00 P. M.: | R. H. E. |
| Division Three..... | 010 012 2-6 10 1 |
| Division Five..... | 132 001 1-8 6 7 |

Woodward and Martin; Misko, Beale and Ryan.

May 19th

| | |
|--------------------|------------------------|
| At 10:00 A. M.: | R. H. E. |
| Division Five..... | 001 218 (Time -12 10 5 |
| Vernon Yard..... | 105 000 expired)-6 8 9 |

Misko, Beale and Burlingame; Ryan, Georges and Curfman.

| | |
|--------------------|------------------------|
| At 12:30 P. M.: | R. H. E. |
| Division Four..... | 000 000 (Time -0 4 4 |
| Virgil Coach..... | 112 100 expired)-5 7 1 |

Bell, Thompson and Blevins, Hancock; Kinley and Dummer.

| | |
|---------------------|---------------------|
| At 3:00 P. M.: | R. H. E. |
| 16th St. Coach..... | 000 70 1 0-8 7 6 |
| Division One..... | 501 15 11 x-23 18 5 |

Miller and Jeffries; McDonnell and Farmer.

May 26th

| | |
|---------------------|-----------------|
| At 10:00 A. M.: | R. H. E. |
| Vernon Yard..... | 000 000 0-0 2 3 |
| Division Three..... | 300 000 x-3 0 1 |

Georges and Sal; Woodward and Martin, Meeks.

| | |
|--------------------|-----------------|
| At 12:30 P. M.: | R. H. E. |
| Division One..... | 200 100 0-3 3 4 |
| Division Five..... | 004 003 x-7 3 4 |

Means and McDonnell; Lund and Burlingame, Ryan.

| | |
|---------------------|---------------------|
| At 3:00 P. M.: | R. H. E. |
| Division Four..... | 540 21 0 6-18 15 5 |
| 16th St. Coach..... | 003 00 11 3-17 13 7 |

Bell, Thompson, Fleming and Vaughn; Miller, Hedrick and Jeffries.

More About Baseball

(Continued from page 10)

Second Baseman Leffingwell of Division Five at bat in the sixth inning of their game with Division One, May 26th, made another sensational homer scoring Ryan.

An added attraction of the games these days are the uniform dresses of Division Three's women rooters. The dresses are yellow and a blue insignia of a ball, cross bats and the words "Div. 3" is displayed.

Third Baseman Gardner of Division Three was credited with a home run in the fifth inning of their game with Division Five, May 12th.

On May 13th, the day after Division Five defeated Division Three, Superintendent Ferguson received eleven beautiful lilies from the winners, one for himself, one for the team Manager, Johnson, and one for each player.

In the Coach versus Division One game on May 19th, Catcher Farmer and Second Baseman Robinson of Division One were credited with homers. Third Baseman Madsen and Left Fielder Harris of Division One were each credited with three hits.

Right Fielder Duncan of Division Five was credited with a home run scoring two other runners, Smith and Seale, in the sixth inning of their game with Vernon Yard on May 19th.

Billy Vejar, former manager of Division Four Team, who had to drop the baseball business for several weeks, has returned and is making a desperate effort to straighten out his team and get them back in the running.

Would you like a schedule of the games for June? Here you are:

June 9th: 10:00 A. M., Division Five vs. Virgil Coach; 12:30 P. M., Division Four vs. Division One; 3:00 P. M., Sixteenth Street Coach vs. Division Three.

June 16th: 10:00 A. M., Division Three vs. Virgil Coach; 12:30 P. M., Division Five vs. Sixteenth Street Coach; 3:00 P. M., Vernon Yard vs. Division Four.

June 23rd: 10:00 A. M., Virgil Coach vs. Vernon Yard; 12:30 P. M., Division Four vs. Division Five; 3:00 P. M., Division One vs. Division Three.

June 30th: 10:00 A. M., Division Three vs. Division Five; 12:30 P. M., Division One vs. Virgil Coach; 3:00 P. M., Vernon Yard vs. Sixteenth Street Coach.

How about coming down and rootin' for your team? You'll really enjoy the game. Thanks for listnin'.

Flashes From Last Game

June 2nd

| | |
|----------------------|-----------------|
| At 10 A. M.: | R. H. E. |
| Division Four | 003 000 0-3 6 3 |
| Division Three | 302 001 x-6 6 0 |

Eddie and Bell; Woodward and Martin.

In the 12:30 P. M. game which was played by the Coach Division and Virgil, an umpire's decision in the last half of the seventh inning caused such a vigorous protest that both managers agreed to declare it a "no-contest" game with the understanding that the winner of the next Coach-Virgil game will receive credit for both games.

The score was 7-6 in favor of Virgil at the time of the dispute. The Coach boys were at bat with one out and runners on second and third. The dispute arose when the runner at third made a squeeze play but was called out at the plate.

| | |
|--------------------|------------------|
| At 3:00 P. M.: | R. H. E. |
| Division One | 200 100 2-5 10 4 |
| Vernon Yard | 100 020 3-6 7 2 |

Means and McDonnell; George, Burgos and Sal.

Shortstop Fisher of Vernon Yard Team is credited with two home runs in their game with Division One on June 2nd. The first was made in the first inning with no men on bases. The second was made in the fifth inning scoring Joe Rock. In the seventh inning of the same game, Pitcher Burgos of Vernon Yard cracked out a homer scoring Manuel and Sal.

STANDINGS OF THE TEAMS

| | W. | L. | Pct. |
|-------------------------|----|----|------|
| Division Three | 7 | 1 | .875 |
| Virgil Coach | 6 | 2 | .750 |
| Division One | 6 | 4 | .600 |
| Division Five | 6 | 4 | .600 |
| Vernon Yard | 4 | 6 | .400 |
| Division Four | 2 | 7 | .222 |
| 16th Street Coach | 1 | 8 | .111 |

It was in a small town down South on a hot and dusty day. The negro population was engaged in an important ball game. It was a big event and all the good-looking girls were there.

The umpire was a big, ragged replica of the eight ball. The visiting team's clean-up man was at bat and the bases were loaded.

"Ball one, high."
 "Ball two, low."
 "Ball three, inside."
 "Ball fo', low and wide—you is out."
 "How does yo' talk, Mister Ump? Ah gets a base fo' dat."
 "Brother, you's right, but de bases am loaded, and I ain't got no place to put you. You is out!"

It was Pat's first day on the job as train conductor. Forgetting the name of a station they stopped at, he shouted at the passengers, "Here ye are for where ye're going. All in there for here come out!"

League Dance

By C. J. KNITTLE

The Lary League Ball Players Second Annual Dance was held June 1st at a ball room at Second Avenue and Slauson.

Approximately six hundred guests attended. Refreshments were served and many handsome door prizes awarded.

R. J. Platner, Assistant Manager of the Division Five Team, promoted and managed the event.

One-half of the proceeds from the twenty-five cent admission was returned to the seven Lary League Teams.

Sweet's (augmented) Orchestra furnished the music. A deafening applause followed each number.

Motorman A. J. Sybert of Division Five, a leading spirit in the affair, proved himself a very capable floor manager and entertainer.

Pity the Foreman!

(Author Unknown but Doc Robey is suggested)

Here are a few lines dedicated to the Terrible Swede and others.

Who always takes in on the chin
 For each forgotten cotter pin?
 The Foreman

Who catches hell for a brake that squeals
 Red hot journals, or skid flat wheels?
 The Foreman

Who forgot the grease in the axle head
 And spread it on the seats instead?
 The Foreman

Who forgot to check the stock
 And for each failure takes a sock?
 The Foreman

Who puts the paint on upside down
 And mixed the yellow with the brown?
 The Foreman

Who got the wires mixed and crossed
 And took the blame for the service lost?
 The Foreman

Who left the rusty nail in a plank
 That caused the planer's cutter to clank?
 The Foreman

Who is it that accepts the blame
 But comes up smiling just the same?
 And after all the work is done
 He takes it like a bit of fun.
 The Poor Old Foreman.

Teacher: "Johnny, if five sheep were in a field, and one jumped out, how many would be left?"

Johnny: "There wouldn't be any left. You know arithmetic, but you don't know sheep."

Bull's-eyes and Misses

The Los Angeles Railway Rifle and Pistol Club held two contests Sunday, May 12th, with the Los Angeles Chinese Pistol Club. The teams were formed with five members of each club, and the matches were held on the Elysian Park Police Range.

The members on the LARY Team were R. J. MacMillan, Geo. L. Riggs, I. H. McDowell, Denton Garner and L. F. Sparks. The boys on the Chinese Team were Bob Jowe, Peter Soohoo, Bill Wong, Harold Yee and David Soohoo.

The first match was the Standard Police Match which consists of ten shots slow fire, ten timed fire and ten rapid fire; all at twenty-five yards. This match we won by 1223 to 1139. The second match was the National Match which consists of the same number of shots and the same time but with the slow fire being done on the fifty yard range. We also won this match but by a very small margin, 1100 to 1092.

After the matches we held a free for all among the LARY members at fifty yards for the Club Championship. This event was won by George Riggs, our President. The competitive shooting is doing our team a world of good as most of the members of the team are improving, but still perform better while practicing than they do in contests. So the more contests we hold, the sooner we will get over our stage fright.

The Chinese Team are real sportsmen and gave us every break. It was a pleasure to compete with them and we hope to have many more events with them as both teams need experience.

We are forming a league of the amateur teams in Los Angeles with a series of shoots between each club and a cup to go to the winner of the series. Any team winning the cup three times is to keep it as a permanent trophy. We also plan medals of bronze, silver and gold for those who qualify for them.

Our own Club has located a building for a range and has received a permit from the Police Department to establish the range. As soon as we can get the boiler plate and lights installed we can hold our meetings at the range and also hold our practice there, any day or any evening. This will only cost the members about fifty cents a month each and we expect our Club to grow.

Further details will follow as they develop and if you fellows like to shoot why come on out, and join us.

LESLIE F. SPARKS, *Secretary.*

Bowling

By J. H. McCORNACK

The Los Angeles Railway Bowling Club has been holding first place for most of this season. This Club is composed of Fred Bock, lead off man; George Oliver, Steen Parker, Doyle Rishel and that grand old captain, Ed Fleming.

Fred Bock went back to Pontiac, Michigan, and entered into some bowling competition there. He won second money and demonstrated the kind of bowling talent that we have here in Los Angeles.

George Oliver told us some time back that he had his ball working perfectly but—well—ho, hum! Steen doesn't brag much about his ability but when he make a dash towards the foul line you always hear a crash and it is not Steen that falls. Doyle has an off night once in a while even though he says that he doesn't, but Doyle is just the guy that hangs close to his average all the time. And Ed! Well, you know what kind of stuff it takes to hold a team together. He has it and when the count gets a little too low Bock just bets him a quarter and Ed's Scotch blood comes right out to his finger tips.

These boys are worth watching. They bowl every Wednesday evening on the Manchester Alleys.

Veterans of Foreign Wars

A good time was had by all who attended the Pre-Convention Ball, sponsored jointly by the Veterans of Foreign Wars, Southwest Post No. 2828, and Auxiliary, on Saturday, May 18th.

On Sunday, May 26th, the Post and Auxiliary joined the Redondo Beach Post No. 3255 in a V. F. W. rally and picnic. Needless to say, we all enjoyed ourselves at the beach.

Memorial services were held at the grave of our departed Comrade, James Quinn, at the National Cemetery, Sawtelle, on Memorial Day morning, at which time a flag and an engraved V. F. W. emblem were placed thereon.

In the afternoon the Post and Auxiliary took part in the parade and Memorial Day services at the Coliseum.

Comrades, don't forget the Department Convention at Bakersfield, June 16th to June 19th, inclusive. Let's have No. 2828 well represented.

Hope to see you all at Bakersfield.

G. H. STONE,
Junior Vice Commander.

Talented



Evelyn Ruth Peach, eighteen year old daughter of Towerman J. S. Peach, played the leading role, as Prophetess, in "ROCK OF AGES" presented from the main stage of Angelus Temple, recently. The play was acclaimed as a great success and Mr. Peach is very proud of his talented daughter who also recites, plays the piano and sings.

Soft Ball

By F. F. ROBEY

Division Four, Mechanical, has organized a Soft Ball Team for night playing and desires to arrange games with any other teams of the various departments.

We have played two games up to the present time; one game each with Division One and Division Five, and both games were thoroughly enjoyed by all who participated.

Any team wishing to arrange a game with us can do so by contacting Shelby T. Brown.

Scribe Cole III

Conductor H. N. Cole, the Division One Scribe for Two Bells, has been confined to his home on account of illness for the past several weeks. We are all wishing him a full and speedy recovery.

Young Patriot

By FRED MASON

Here's one for the books. Miss Dorothy Laird, a thirteen and one-half year old Scotch lassie, daughter of Conductor George Laird of Division Five, has been awarded the Certificate of Merit for her outstanding essay on "Americanism," Elementary School Division of the Twenty-third District, American Legion Auxiliary. Her essay is being sent to San Francisco for comparison with other essays from that district.

News From Our Sick Folks

By R. A. PIERSON
Superintendent of Personnel

During the month of May, there were 27 employes confined to the California Hospital, which represents 267 hospital days. The cost of the hospital service was \$1,358.00.

A. C. Stover, Coductor, Division Three, was laid up with shingles for several days, and is now improving. The average person thinks of a case of shingles as a joke, but ask the party who has had them and see what he tells you.

H. N. Cole, Conductor, Division One, is also laid up with shingles combined with neuralgia.

M. C. Howard, Conductor, Division Five, was injured while riding a motorcycle. His address has been the California Hospital since. He is improving rapidly.

O. Arguello, Conductor, Division One, was in the office a few days ago. Seemed rather weak, but is happy to be up and around again.

E. A. Moxley, Conductor, Division Five, spent a few days in bed last month, but hopes to be back at work soon.

W. A. Stebbins, Motorman, Division Three, was taken ill and had to be moved to the California Hospital. Is beginning to feel some better.

C. E. Greenlea, Motorman, Division Five, lost some time during the month due to flu.

P. L. Hunt, Conductor, Division Four, was hit by an automobile while standing in the safety zone and severely bruised. Is getting along fine.

L. Nowak, Supervisor, Coach Division, who was operated on May 1st, will soon be back with us again.

J. Marvel, Mechanic, Garage, spent a few days at the hospital last month when he was operated on for appendicitis.

W. F. Alder, Conductor, Division One, who has been sick since February 10th on account of food poisoning, is much improved, and is anxious to get back to work.

L. R. Temple, Conductor, Division Four, had the misfortune to have an accident on May 19th while riding a motorcycle, in which his wife was killed. He is now confined to the hospital with a broken leg.

M. C. Aspinwall, Conductor, Division Five, states he is feeling much better, and is getting around with the use of a cane.

A. Bauman, Motorman, Division Three, who was injured recently, is out of the hospital now and getting along fine.

A. A. Slovensky, Motorman, Division Five, has been on the sick list since April 26th, but there is very little change in his condition.

C. H. Blackburn, Motorman, Divi-

sion Three, had the misfortune to step on a rusty nail recently, which kept him off the job for a few days.

W. G. Caldwell, Motorman, Division Five, is still in the hospital, but is some improved.

A. A. Shoemaker, Conductor, Division Five, fell from a ladder while doing some painting, and fractured his ankle. His address has been the California Hospital since.

Regret to report the death of 4 employes during the month of May, and the death of the wife of one employe. The 4 employes were covered by the Group Life Insurance, but the employe whose wife died was not a member of the Wives' Death Benefit Fund.

During the month of May there were 124 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Veterans' Auxiliary

The Los Angeles Railway Veterans' Club Auxiliary met in regular session May 15th at Patriotic Hall. We are sorry so many of our members were absent.

Our meeting night has been changed to correspond with the meeting night of the Los Angeles Railway Veterans' Club, and we will now meet on the fourth Wednesday of each month.

We hope that the new members of the men's club will come out to their meetings and that the wives will come along and attend ours, as we would like very much to have them for members. The men will meet in Taft Hall and we will be next door in Harding Hall.

Our annual picnic will be held at Sycamore Grove on June 30th and we want a good crowd. You will hear more about this at our June meeting.

ELLA HOYLE, *President.*
ETHEL SAUSSER, *Secretary.*

Veterans News

Sunday, June 30th, is the date set for the Fourth Annual Picnic of the Los Angeles Railway Veterans Club. It will be held at Sycamore Grove, as usual, which can be easily reached via the "W" car by those who do not drive a car.

All employes of the Los Angeles Railway are cordially invited to attend. Just be there at noon with a big basket of lunch which will start out the day. Then there will be some entertainment and all kinds of races, etc., for the kids and also for the grown ups, and first class prizes will be awarded the winners in the various events. Register as soon as you arrive and get your tickets which will entitle you to free ice cream.

This will be the third time the picnic has been held at Sycamore Grove, and each year we have a larger crowd and more things doing. Chairman Culver has started the ball rolling towards making the arrangements, and is meeting with his committee weekly. Past Commander Madigan, who is in charge of the entertainment, is also busy and has lined up several numbers already. So pack up a big lunch, load the family in the car, and be there at noon.

The dance held Saturday, May 18th, at Patriotic Hall, was well attended and everyone had a glorious time. And talk about the new faces! For a while we thought we were in the

right church but the wrong pew. Watch this column and the bulletin boards for the date of the next one.

Past Commander Culver has been busy organizing a second degree within the Club which will be known as the "Order of the Sword." Any paid up member will be eligible. There will be a twenty-five cent initiation fee, and if you don't get your two-bits worth just see the Adjutant and he will gladly refund you the two-bits out of his own pocket.

Commencing Wednesday, June 26th, there will be a meeting held at Patriotic Hall monthly on the last Wednesday of each month. You will be notified by bulletin on the board as to whether it will be a regular Club meeting or Second Degree initiation.

H. F. NELSON, *Adjutant.*

Honor Roll

On April 19th Will Matthews, Watchman in the Engineering Department, was placed on the Special Roll.

Mr. Matthews entered the service of this Company as a motorman at Division One on February 6, 1912; changed to Division Four on June 29, 1930, and was appointed Watchman in the Engineering Department October 16, 1933.

LARY JUNIORS



Reading from left to right, top row: 1st, Kenyon Knourek, 2 year old son of Conductor R. M. Knourek of Division Five. Kenyon is an up and coming young conductor and when he is sporting his daddy's cap and changer, he's the proudest boy in town.

2nd, Beverly Jean Cresto rides a real pony for the first time and does she like it? Beverly Jean is 3½ years old and is the daughter of Conductor J. J. Cresto of Division Four.

3rd, The happy family of Lines G. Hargrave, Conductor on Wilshire Bus Line; Kathryn, age 14 years; Grace, age 12 years; Florence, age nine years; Thelma, age 7 years; and, reluctantly posing in the center of the group, son and heir Lines Jr., age 3.

4th, This sweet little miss is Mary Lowanna Skinnell, daughter of Conductor W. C. Skinnell of Division Five. This picture was taken on her 10th birthday. She weighs 95½ pounds and with a couple of more beefsteaks she will be heavier than her mother.

Bottom row, left to right, 1st, the stalwart sons of Motorman E. H. Mohler of Division One. They are Jestin, age 18 years; Clellie, 16 years; Lionel, 10 years; Earl H., Jr., 14 years; Merle, 13 years, and John George, 3 years.

2nd, Meet the Smith brothers and sisters. The cute little girl in the front row is Fay, age 2 years; right next to her is her brother Donald, age 6 years, and bringing up the rear we have Pauline, age 7 years, and her big brother Wendell, age 9 years. They comprise the family of Motorman R. J. Smith of Division Five.

3rd, The three happy little Picketts: Marilyn, age 7; Pauline, age 14, and Norman, age 6. They are the children of Motorman P. V. Pickett of Division Four.

Tamale Pie

- 1 pound hamburger steak
- 1 large onion, chopped
- 2 cups tomato pulp
- 2 cups corn meal
- 3 tablespoons fat
- 1½ teaspoons chili
- 2 teaspoons chili powder
- ¼ teaspoon pepper

Fry onions in fat until they are brown. Add the meat and cook until red color disappears. Then add the tomatoes and seasonings, and cook for fifteen minutes. Drain liquid from mixture and measure. Add enough boiling water to make 6 cups of liquid in all. Pour corn meal slowly into the boiling liquid. Cook 15 minutes over low heat, stirring constantly. Place a layer of the mush mixture in a buttered baking dish, then a layer of the meat mixture, and so on until

all materials are used, leaving a layer of mush on top.

OVEN: 350 degrees F. (Moderate)

TIME: 30 minutes.

The somewhat pompous head of a large department store was passing through the packing room one day when he saw a boy lounging against a wood box, whistling cheerfully. The chief stopped and looked at him.

"How much do you get a week?" he barked.

"Five dollars."

"Then here's a week's pay—get out."

When the boy had departed, the boss turned to one of his subordinates.

"When did we hire that boy?" he demanded.

"We never hired him," came the astonishing answer. "He just brought in a package from another firm."

LAFFS

Anxious Sportsman (who thinks he has backed a winner): "Did you send off that wire in time?"

Village Telegraph Operator: "Yes, sir, but the money was a dime short, so I left out the name of the horse."

Father, awaiting a happy family event, had fortified his courage at the decanter. At length the nurse appeared with twins in her arms. The happy father blinked and drew himself up proudly.

"What a beautiful baby!" he exclaimed.

"Why, what are you crying so for, sonny?" asked Dad of his four-year-old heir.

"I heard you say you were going to get a new baby and I suppose that means you'll trade me in on it," he sobbed.

BIRTHS

On May 13th there was born to Conductor and Mrs. M. M. Wallace a son whom they have named Marshall Edwin. Mother and baby are doing fine, and so is papa who is a Division Three man.

* * *

There is a new arrival at the home of Conductor and Mrs. O. J. Allen, whom they have named Linda Fern. The little lady arrived on May 18th. Perhaps we can soon get a picture for the Division Three column.

* * *

There is also a new arrival at the home of Motorman and Mrs. J. B. Hilton by the name of Barbara Ellen, weighing twelve pounds. Mother and baby are doing fine. Daddy is also from Division Three.

* * *

Motorman G. Lawrence, of Division One, is the proud father of a baby girl. She weighs nearly nine pounds and her name is Shirley Ann Lawrence.

* * *

Conductor W. E. Kitts of Division Four is now the proud papa of a handsome baby boy. The little one arrived April 26th and weighed seven pounds and twelve ounces. Congratulations to you, Conductor Kitts.

* * *

Motorman B. F. Beeks of Division Four also announced the arrival of a baby boy at his home May 9th. They have named him Hartley Ellsworth. The little fellow tipped the scales at seven pounds and thirteen ounces. Best wishes to you and yours, B. F.

* * *

Motorman L. P. Helms of Division Four is also a new daddy. On May 10th he proudly announced the birth of a son. They'll call him Ronald Lee. Our hearty congratulations to you, L. P., and best wishes.

* * *

Conductor K. R. Williams of Division Four failed to announce the arrival of a baby at his home May 10th. The event is a certainty but we regret that other details were not forwarded. Now step right up, K. R., and tell us all about it. And best wishes to mother and baby.

* * *

Harold Beck, of the 16th Street Garage, very proudly reports that he is the father of a fine baby girl. She was born March 26th and weighed 5½ pounds. Her name is Haroleen Mary Beck. Congratulations and many thanks for that fine box of cigars.

* * *

G. H. Burrough, of the Motor Coach Division, reports to the personnel file



The Motor Coach Division not only claims to have the most babies but the best babies and Wm. E. McVeigh submits this picture of his two months old little daughter to prove it. Her name is Roxene Mae.

that a fine baby boy arrived at his home March 30th. George Ronald weighed 9 pounds and 14 ounces. Mother and son are doing fine.

* * *

Mike Robinson, of the Motor Coach Division, is the proud father of a bouncing baby girl. She was born April 2nd and weighed 7½ pounds. They have given her the pretty name of Beverly Green. Congratulations.

* * *

R. W. Acres, of the Motor Coach Division, is bragging about a fine baby boy who arrived at his home April 7th. Arthur Allen weighed exactly 6 pounds and is doing fine. Congratulations, R. W.

* * *

R. Rowlands, of the Motor Coach Division, has joined the Fathers' Club and holds up his end of the conversation by telling about his fine little girl, Alberta Lee. She was born April 19th and weighed 7 lbs. and 14 oz. Congratulations.

* * *

The boys are one ahead of the girls this month at the Motor Coach Division. R. J. Sullivan also reports the birth of a fine baby boy at the Physicians and Surgeons Hospital in Glendale. It is a good thing that this was a boy because his other two children had the name of Jimmie all picked out. R. J. Junior was born May 5th and weighed 7 pounds. He brought his family home on the 10th day and they are doing fine.

* * *

It's an eight pound four ounce baby boy at the home of Conductor H. J. Battram, of Division Five. He arrived on Sunday, May 26th, and will be named Kenneth Ivar. Both mother and baby are doing fine and daddy is passing out the cigars. Congratulations, Mr. and Mrs. Battram.



Division
One

H. N. COLE

The writer of this column regrets the necessity of making an apology for its shortcomings this time. Due to illness he has been out of touch with current events at the Division during the past month. But for the help of a few of his friends, he would have been in a hole. He is indebted to the Boss's genial Steno-

grapher, to Conductor S. J. Singer and Conductor Pete Casserly for their kindly consideration and help, for which he extends his most sincere gratitude. With this alibi we proceed.

It is with deep regret we mention the passing of our good friend, Motorman L. Burnett, on May 11th. His health had been bad for several years, but his passing came as a severe shock to his many friends.

Everybody at the Division is happy over the result of the election, especially the defeat of Propositions One and Two. The atmosphere seems to have cleared up and everything seems different. Motorman D. E. Fletcher, Governor of our Association, who spent much of his time fighting the two Propositions, is back on his run and feels that his time was well spent.

Quiet again reigns along the chain letter front. No heavy losses were reported, and quite a few of the boys came out ahead, but the excitement was great while it lasted.

Just before the last general choice, when Conductor S. J. Singer and his motorman, C. Fraetes were heard to remark that their run, No. 462 on the "S" Line, was awfully hard, Conductor C. O. Ashton and Motorman V. E. Scott winked at each other and at once made up their minds to choose it if possible, which they did. Now they are sorry as they realize it is a very hard run. They thought the boys were using an old scheme to keep those above them on the list, away from the run. So the laugh is on Ashton and Scott.

This all happened quite a while ago, about the time we were giving away the Coca Cola pass cases. According to Conductor W. L. Griffith and Motorman R. C. Adams of the "J" Line, this is what happened. At the Ninth Avenue terminal one Sunday morning, a man backed his machine up to their car and called for his case of Coca Cola. He was under the impression that a case of Coca Cola was given free with each pass.

We are wondering why Motorman E. J. Christianson gave up his position on the baseball team. Perhaps it was due to the approaching hot weather, or it may have been because of the fact that he had more important duties to devote his spare time to.

Conductor H. J. Klingsick has been called to Missouri on account of the illness of his father. He will be away forty days.

Motorman T. N. Harris has been granted a thirty day leave to visit his old home at Haleyville, Alabama.

Motorman E. G. Smith felt that he rated six days of rest, so he just stayed home one week.

A good rest was coming to Conductor E. S. Wright, so he is taking twenty-eight days, which he will spend at home.

Motorman G. E. M. Thomas is taking eighteen days vacation. He will first go to Williams, Arizona, where his wife is visiting and the two will then go to Grand Canyon and Boulder Dam.

Conductor E. Urban is taking fifty-three days vacation, most of which will be spent in traveling. He will visit relatives in Chicago, New York, and several other eastern cities.

Motorman J. O. Huffman is visiting in

Texas. He will spend two months in his native state.

Conductor R. W. Stevens took a ten day vacation during the month which he spent at home.

Conductor M. S. Thomas has returned to his duties after being off on account of illness for several weeks.

Operator T. H. Perkins who has been off for the past six months with a broken arm has returned to work. At present he is working as a motorman.

At the present we have on the sick list: Conductors George Spilker and D. W. Nycum and Motorman C. M. Long and Operators P. J. Smith and C. E. Gillies.

* * *

Married

Motorman R. B. Howell of Division One and Miss Lillian Gould were married on April 12th. Congratulations and everything.



Division Three

L. VOLNER

Division Three was on the job, as usual, prior to and on Election Day, May 7th, and very few precincts in this vicinity had a majority for either jitneys or municipal buses. Skipper Bill Hollenbeck of the Transit Employees' Association, after about fourteen days, has regained his voice. We don't believe there were any of our men or any members of their families who did not do their bit. It's a wonderful thing to have such a spirit of cooperation existing among our men.

Since Jarvis Phillips has been assigned to a "pension job" Ed Molster has been the top man on the conductors' seniority list, but now Mr. Molster has taken a flagging job and Harry Beals is the top man. Mr. Beals says he thinks he will have to take the run given up by Mr. Molster as he says it is a regular "banker's run"—on duty at 8:00 a. m. and off at 4:00 p. m.

On May 4th Motorman Bill Cox returned to work after some time off duty on account of an operation.

Since the Santa Anita season is over Motorman G. R. Chapman is really lost, for if that popular place had an ardent fan he was "it." During the past month he and Conductor O. A. Dixon spent a week-end at Agua Caliente, but their horses failed to click.

During the latter part of April Motorman Wm. Southers made a trip to points in Arizona where he was visiting relatives. During May he visited Boulder Dam, and like everyone else who has seen that place, he says one can't imagine the magnitude of that structure until he has seen it.

All the younger men get quite a kick out of the bad luck of some of our older men, especially when it is a missout. On May 17th Motorman John Corsen set his alarm just one hour too late and when he reached the assembly room the boys were waiting for him.

* * *

Married

We have just learned of the marriage of Motorman P. J. Bever to Miss Marjorie Frances Deutsch on March 14th.

Congratulations are extended to the happy couple.

* * *

Conductor E. L. Jandro is another member of the clan of the "itching feet." He couldn't stand the pressure any longer so he has gone for a month, during which time he will visit many of the trout streams in the nearby mountains.

Motorman P. Huft is on a several weeks visit to relatives in South Dakota.

When the chain-letter craze first hit town the boys were taking much interest in same, but it's life was short. Friends are now prevailing upon Manager Harry Tuttle of the Car Barn Cafe to start a chain for fried chicken and strawberry shortcake.

Conductor P. E. Maze, who by the way is one of our excellent ball players, took a week off during the past month to visit with relatives at various points in California.

For two months Conductor O. G. Thompson and wife will visit relatives in Kentucky.

Motorman F. Hetze and wife are members of a party that is making a trip to points in the East.

A newspaper exchange says that "a Mrs. Jones walked into our office and laid a dozen eggs on the table in payment for her subscription." These modern women are surely up to date.

Ain't it a grand and glorious feelin' to arise at three a. m. and speed into the nearby hills beside a rushing stream and fish for the elusive trout? Conductor W. O. Butler and Motorman G. R. Chapman were among the first to take a chance in the San Gabriel River. Each brought home quite a number of beautiful trout.

Conductor Ira Gott made a trip to one of the mountain streams, waded in water almost up to his chin and didn't get the rheumatism, so he took Foreman Reid with him on Sunday, May 19th, to give a little demonstration. Ira caught three and Reid one, but Reid claims he won the honors as his was eleven inches long. They say they didn't have much luck fishing but a heluva good time.

Motorman J. Poggi and wife have returned from a two weeks vacation to points in New Mexico and Colorado. Poggi says that during their trip they visited the Carlsbad Cavern in New Mexico and he advises all who possibly can to take a trip and inspect this wonderful work of nature.

After having been at Division Four for some time Motorman M. F. Kelsey made a trade and hereafter will be one of the boys of this Division. All the men are glad to see him back.

Motorman J. J. Redding and family are on a thirty day trip to points in Missouri.

A postcard from Motorman C. L. Burroughs and wife gave us the information they were in Angels Camp in California on the 18th of May where they were on-lookers at the frog-jumping contest. C. L. is visiting a mining claim while on the trip and naturally expects to come back with his pockets filled with gold dust. Here's hoping he makes good.

Motorman C. H. Montgomery and wife are on an extended visit to relatives in Texas and Indiana.

Operator, Clerk, Switchman, etc., P.

Wankier and wife; Motorman, Switchman, Baseball Manager B. E. Johnson and wife; Superintendent Ferguson, family and party, spent a delightful week end at Las Vegas and Boulder City on the 12th of May.

On Sunday, May 19th, Division Three Baseball Club played Supervisor Gilmore's American Legion Team on the Union Pacific Athletic Field. As usual, our boys "brought home the bacon." Score—four to three.

The boys of Division Three are extremely grateful to the boys of Division Five for the wonderful box of lilies which was received on the day following the ball game, which was played on May 12th. Division Five won a game and naturally, feeling highly honored that they had been able to win the first game that was lost by the Division Three Team, were in a beneficent mood. There will be another day, however, and we would not be a bit surprised if they didn't have a flag at half mast at Division Five on July 1st, and the "Sea Gulls" who roost in the buildings at that popular place will feel damned blue.



Division Four

C. J. KNITTLE

It seems to me every Division news column in a June number of Two Bells should be crammed full of wedding announcements or pictures of trainmen's sons and daughters who are graduating this month but if my fellow Scribes were no luckier than I there will be no such announcements in this issue. Vacation time is here, however, and a few trainmen are already on the open road.

Motorman W. G. Light and Conductor L. F. Beeson left May 10th to drive to Grand Canyon, Kansas City, Yellowstone Park and Yosemite. They were granted thirty days leave.

Conductor Frank Shuster is spending a three weeks vacation driving to Cincinnati, Ohio, where he will visit his brother. Frank planned to visit Boulder Dam on the way. He left May 15th.

Motorman Z. P. Dempsey is spending a sixty day leave visiting his son and daughter in Fort Worth, Texas. He left May 16th.

Conductor W. L. Cooper was granted two weeks leave May 23rd to fly to Boise, Idaho, where his mother is seriously ill. Cooper is a licensed pilot and is making the trip in his own plane.

Motorman R. H. Thomas left for Chicago May 23rd to visit relatives. He was granted five weeks leave.

Motorman M. F. Kelsey of Division Four has changed places with Motorman H. F. Ludwig of Division Three. Kelsey sacrificed over one hundred points on the general seniority list but desired the change on account of moving his family to Burbank.

Conductor G. L. Coale of Division Four was advertising his seniority at Division Three at the time of this writing.

We've just figured out why Motorman G. LaCreauex could not be found around the trainmen's room for several days re-

cently. Too many chain letter fiends. "You're right," he agreed, "I was a fugitive from a chain gang."

Motorman P. R. Caldwell who is making a trip to the east coast via Vancouver and Detroit wrote from Seattle recently and described it as the "Ghost City where the street cars, although municipally owned, are all of the one-man type and run around empty."

A line shake-up on Line P was held May 15th. Two full runs were added.

On May 22nd line shake-ups were held on the 3, D and I Lines. One conductor run was taken from Line D. Three conductor runs and six motormen runs were added on Line 3.

Conductor G. F. Turner is still looking for the party who re-arranged the slabs in his changer. Turner made a reliance on "P" Line one day recently and when it came to making change he found the quarters, dimes and nickels came out in three's and four's. The only coins that came out singly were tokens and pennies.

Conductor P. L. Hunt was painfully injured May 3rd when he was struck down by an auto in the safety zone at Pico and Sentous. Hunt suffered severe bruises and lacerations about the face. He was taken to the California Hospital.

Conductor W. E. Kitts also received a painful injury to one foot and ankle May 13th when, in hurrying to the Division, his foot caught under some uncompleted sidewalk work opposite the Division building and threw him forcibly to the ground.

Operator C. H. Hudon spent seven days on the sick list following an accident May 19th in a filling station at Florence and Avalon. Hudon was putting water in his radiator. Another autoist was backing his car toward Hudon when his foot slipped off the clutch pedal and the machine crashed into Hudon. Hudon was caught between the bumpers. He sustained severe bruises and lacerations of both knees.

A tragic accident involving Conductor L. R. Temple and his wife occurred Sunday, May 19th, on Hillcrest Drive. Temple was traveling on his motorcycle with Mrs. Temple occupying the second seat. In manipulating a curve, an auto traveling in the opposite direction, side-swiped the motorcycle. Mrs. Temple was thrown violently to the paving and died before aid could be summoned. The funeral was held May 23rd. Conductor Temple was seriously injured in the crash.



Division Five

FRED MASON

We are all wondering what's going to happen to Motorman C. R. Gilliam next. He had just gotten over a very bad burning of body, hands and face, and had been back on the job about three weeks when he decided he felt just right for a trip to Catalina. So, just for the day, accompanied by his wife, he started out for a real, good time. Immediately upon arrival at the Island, the "Drive-

Yourselves" speed boats caught his eye, so he and the missus rented one. Oh boy, it was great fun. A couple of hours of bounding over the rolling waves found him around the Isthmus, when he decided to turn back and go in for lunch as it was getting very choppy and he was beginning to feel that way too. But alas, in making the turn which would head him back, a big wave caught him broadside on, soaking him and his wife to the very skin. That wouldn't have been so bad, but the motor also got water soaked, and of course that was the end of that. There was nothing for them to do, but stay out there and drift around, waiting for something to show. Nothing did but darkness, so Gilliam pulled out the oars and rowed in to the nearest point and landed on the south side of the Island. Then it started to turn chilly and luckily Gilliam had some matches that would strike, so he lighted a fire and they got warmed up. Gilliam, by the way, had no coat or vest and was wearing just a thin shirt. Then hunger set in, and how? Well, they couldn't stay there all night so the shipwrecked pair decided to hike for it. After a five mile hike over the mountains they came across a lodge where there happened to be a caretaker. After hearing their story the caretaker immediately built a big log fire and prepared them a meal, which was the bestest of the bestest they had ever partaken. At 2:30 A. M. an automobile was dispatched from Avalon to pick them up and at 3:00 a. m. they were back safely in their hotel. The next day found them none the worse from this thrilling experience, and the escapade goes down in Gilliam's record as jumping out of the frying pan into the Pacific.

We take our hats off to the Division Five womenfolk for their untiring and unceasing work during the recent election campaign. Under the able leadership of Mrs. Platner, almost one hundred women turned out and never stopped until the polls closed. Space will not permit us to name each and every one, but believe us, ladies, you're tops, and our hats are off to you.

Motorman M. R. Chamblin is off for six weeks and is vacationing in Chicago, Illinois, where he is going to buy a new car and drive back.

Conductor M. J. Thomason and family are taking an automobile tour back to East St. Louis, Illinois, and will be gone for sixty days.

"I'm from Missouri," said Conductor R. O. Ackerson, so he took off sixty days to visit the folks in Vermona.

Conductor Charlie Melcher is spending his vacation in and around the Grand Canyon this year and is making it a sixty day trip.

Motorman H. E. Hutchison is taking off thirty days to visit his mother in Marshall, Illinois.

Upon receiving a husky slap on the back, while supervising at Jefferson and Main, Motorman and extra Supervisor L. E. Sausser turned around to greet a man whom he last saw seventeen years ago in France. He was the company barber in Sausser's Company and is now operating a barber shop here. The next day Sausser went to him to get a hair

cut and shave and the price of same was just the same as if he hadn't known him in France.

We are glad to say that Conductor M. C. Howard is getting along O. K. after colliding with an automobile when riding a motorcycle. He is in the California Hospital.

Conductor A. A. Shoemaker ran into some tough luck when he fell off the roof of his house, fracturing some bones in his foot. He also is in the California Hospital.

It's ducks over at Motorman Bert Daventport's house.

Motorman "Tex" Bourland is going down with Motorman C. H. Kellogg to get his naturalization papers.

Motorman J. T. Nusko and Coconductors O. E. Spittler and J. R. Lalley are sporting their new Gnashes, while Motorman George Coulter is right where they were before they got them.

Looks like our baseball team has finally hit its stride and is now going places. It started off by taking Division Three, which had not lost a game, to the tune of six to five. We now have five wins to four losses. We meet Division Three, the league leaders, again on June 30th, and it's going to be a nip and tuck affair, so keep this date open and let's all go out to the ball park on that day. BE THERE.

After living in the same house for twenty-nine years Motorman Teddy Parsons moved. When making out the change of address, he said, "I always thought there was nothing certain about that house."

Boys, get these two new Division telephone numbers, DAILY, from 7:00 a. m. to 8:00 p. m. PProspect 7211.

From 8:00 p. m. to 7:00 a. m. Daily, and on Sundays and Holidays, PProspect 7221.

The boys of Division Five join in expressing their heartfelt sympathy to Motorman John Coward whose mother passed away on Sunday evening, May 19th. Mrs. Coward was 84 years old.

A good time was had by all of the fishing party which went out on Sunday, May 26th. They caught fish galore. Motorman George Seale won the pot for the largest fish—an eight and one-half pound barracuda. He also landed the most fish. Conductor Al Bristol learned that there are lots of better places than a fishing boat to try wrestling holds. He was practising a hold on Conductor George Ritter and evidently it wasn't a very good one as George broke it, Al doing a backward flip over the side and into the deep briny. Of course George won the fall and Al took one. By the time the boat was stopped Al was about fifty yards astern and was trying to catch up with the boat via the Australian crawl route but his high top rubber boots didn't help him in the least. When Jim Madigan threw him a life preserver a big smile came over his face and he shouted out a cheery "Thanks Jim". Al claims it was all of six hundred feet where he went in and his rubber boots didn't keep his feet dry and were absolutely useless to him. However, as we said before everybody had a good time and Al Bristol has engaged the same boat for Sunday, June 9th, so if you want to go along, see Al.



16th Street Coach

J. H. McCORNACK

Harry Zimmerman and C. E. Studer opened the fishing season this year by bringing in 50 fine barracuda. Harry has been supplying Al Brehm with smoked fish and Al says that if this continues he is going to give up fishing. A remark has been overheard to the effect that he might as well.

Operator Ulmer reported exactly one hour early. He looked at the clock wrong.

Supervisor Nowak has undergone an operation for appendicitis. He is getting along fine but slowly. We miss him and hope that he will be back soon.

The Prince says that he feels just like old times because he had the pleasure of having Charlie Chaplin and Paulette Goddard as passengers on his coach. Now the Prince goes to the movies. He witnessed the picture Silver Streak but is convinced that there are more silver streaks on Beverly than in the movies.

J. A. Workman, of the Green, is away on a 30 day leave of absence. He is having a visit and rest up state.

A certain operator on Wilshire wants an injunction served on a lady passenger to keep her from cursing him in more than one language.

A. H. Mann says that his leader, Hard Luck Neighbors, drives so fast that he sucks up the man hole covers from the street and when he comes along his coach drops into the hole and bends the frame.

H. D. Lester piloted car No. 20 to first place in the Hooligan race last week. Lester says we're in the money now and all set for the Helmet Dash. O. G. Crumrine has been granted a permit to drive car No. 58 at the Ascot track and will be seen doing his stuff in the coming races.

* * *

Weddings

A. C. Doughty, of the Motor Coach Division, and Miss Helen Davis, of Long Beach, were married April 27th at the Riverside Mission. The motor party consisted of eighteen of their immediate friends and relatives. The old Mission made a very beautiful setting for the wedding. The happy couple have delayed their honeymoon till his vacation time. Congratulations.

* * *

Jimmie Kresge invested a dollar in a chain store at 4:50 P.M. and they closed at 5:00 P.M.

GARAGE

What a ball game! What a series! And now what a dinner! The noon series between the Wash Rack All Stars and the Garage All Stars for a chicken dinner donated by our friend, Mr. Crocker, went the full five games. Every game was a real exhibition and crammed with excitement. The Garage All Stars were the very lucky chicken snatchers. Those who eat will be Capt. G. Oliver, c; N. Lane, p; J. Crawford, 1b; J. Savage, 2b; C. Simmons, 3b; A. Seyfirth, ss; B.

Walters, lf; F. Claudino, cf; H. Nordmark, rf; L. Hume, sub; R. Coenen, sub; E. Serabia, score keeper; G. Holmes, umpire, and R. Crawford, umpire. Pitcher Lane admits that the going was tough and if their scores had been made early in the game so that the Wash Rack boys would have had a chance to recover they might be eating the chicken.

J. Marvel was operated on for appendicitis May 9th. The boys in the Machine Shop sent him over a box of snuff with the result that he is home now and getting along fine.

G. Riggs is trying to slip one over on McDonald in the Foreman's office in the writing of correct requisitions. When he finds that the particular account is actually correct he writes a separate requisition for each nut and screw to hold up his percentage.

This is the second month that Paul Wood has had to stay on the sick list. He has a very obstinate infection in his hand. We hope he will be back soon.

J. Doerr and his wife are on a trip back to Missouri. They will take the Southern route and come back via the Northern. We have a post card stating that the Cadillac is making 13 miles to the gallon.

The Garage wishes to introduce its new men. They are W. McCrae, from Division One; N. C. Farmer, from Division One and L. W. Ferguson, from Division Five, who are on the first shift. On the third shift we have S. Schmidt, from Division Five; E. Kennett, from Division One, and J. Hopp, from Division Four. The Wash Rack has two new faces, namely, J. E. Brown, from South Park, and W. Gaines, a new man.

We extend our heartfelt sympathy to Mrs. Walker on account of our pal Johnny being lost at sea in a sail boat accident.

Homer West left the service the 14th to develop a citrus ranch at Calabasas.

An electric pit scrubbing machine was demonstrated in the Garage last week. There is considerable comment as to why N. Lane's pit was selected.

D. A. Sullivan and a party of friends enjoyed a fishing trip on the week end of the 19th. His little girl was the best fisherman of the crowd. She caught a gold fish.

Foreman R. W. Anderson has been off since the 20th with a serious attack of gastritis. Take care of yourself, Ray.

F. Bruner called the Dispatcher and reported that his truck was out of gas and asked that some operator stop with a coach and supply him. In taking a five gallon can from the truck he found that it was full so the coach and Frank went merrily on their way.

The boys of the Wash Rack miss the smiling countenance of their co-worker, Marvin Davis, and extend their sympathy to Mrs. Davis and Marvin, Jr.

Wesley Nolf drove his Hudson back to Detroit and traded it for a 1936 Plymouth. We have received a card stating that he has visited the G. M. C. Factory and at the present time he is dodging a tornado near Kansas City.

N. McNally has been off since the 11th with an attack of double pneumonia. He is out of danger now but still weak.

Harold Pierson has been given a short

leave to help get in the hay on his father's ranch.

Jerry Smith, of the Store Room, is entertaining a broken thumb on account of that powerful throwing arm of George Oliver's.

It is suggested that N. Lane put the plug in the bottom of the radiator if he wishes to keep the water in it.

Dean Ovard left for Detroit Saturday the 25th to get a brand new De Soto direct from the factory.

* * *

Wedding

Dame Rumor informs us that with one more payment, which will be the minister's fee, that 4½ feet of sweetness will belong to L. Hume. The event was expected to take place June 2nd.

* * *

E. S. Deack, of the Machine Shop, is entertaining a very bad case of Mexican rheumatism.

Virgil & Santa Monica Coach



R. E. RUSSELL

We wish to welcome the following new men at Virgil Street: Harold E. La Coste, Joseph H. Elmore, Wm. S. Goodale, Wm. Bishop, Tom F. McCulloch.

Mrs. Sharpless has returned home from the hospital. We hope for her speedy recovery.

While Mrs. Sharpless was away, Mr. Sharpless originated the dime letter chain. Net results one washer and one thin Mexican dime. If the washer doesn't wear a hole in his pocket, he is now even with the board. We understand he sent out a Mexican dime in his letter.

R. S. Harper, after a taste of interurban operation, moved over to the Pacific Greyhound.

Miss Williams is looking for a driving instructor. Young one preferred. Reason, a new car. We hope she doesn't practice along the coach routes.

Noah Miller started home the other night, but ended up at South Gate. Investigation develops the fact that he is now writing transfer rules and mistook himself for a passenger who was trying to make the trip. You are due for a lot of gray hairs Noah, before you finish this job.

If practice makes perfect, we will have a new Ping Pong champion at Virgil Street. Leonard Slack has been observed taking all comers, any time, any place. When he gets real good, we will sick Terry on him.

The supervisors class finished in a blaze of glory last month with a banquet at the Pacific Electric Club. Mr. Geo. Squires, General Superintendent of the Pacific Electric Railway was the guest speaker. Operator Armstrong pronounced the benediction, having thoughtlessly seated himself in plain view of the toastmaster at the foot of the table. He has the making of a great orator, if we can judge by the applause he received. As a precautionary measure, all present were searched for stale vegetables before he started. After hearing him talk we de-

cided that he wouldn't have accumulated any anyway.

The Pistol Club is now the proud owner of a .22 pistol which can be used by any of the members. P.S.—Whose dues are paid! Better join and learn to shoot. The dues are only 25 cents per month.

MECHANICAL DEPARTMENT

The mighty Nimrods, Messrs. Forsberg and Patton accompanied by Mr. Marshall, went to San Gabriel Canyon last week for the purpose of catching trout. They had their trout in a restaurant in Azusa in the regular manner, none of those in the river being interested.

Plainsman Thompson went rabbit hunting last Thursday with an elephant gun. Net results, one rabbit ear, the balance of the lone victim being found along the highway in San Bernardino County. On the recoil of both barrels being fired at once, Hank found himself at home when he woke up, and his partner in crime brought back the ear as proof of his prowess.

Al Gardner has just finished rebuilding the side of one of the parlor coaches damaged in a collision in Wilmington. Looks like a new coach, Al.

Dewey Whitlow is on a thirty day vacation trip to Omaha.



WALTER WHITESIDE
LINE

Some class to Billy Yandell these days—being the owner of a new Ford V-8. He says this car has wonderful pick up. He took some fellow employes out for a demonstration the other day and on opening the glove container one observed a cannon. Billy probably means business.

Miss Lander finally got the avocado to grow.

Did you notice a picture in an evening paper the other night showing Heine and his gang setting a pole?



The above photo of a working man is none other than Leonard Laycox of the Line Department. After bragging for some time that no one would ever catch him washing children's necessities, one of his ardent listeners spied upon him and produced the above proof.

Although this report is very late, we are happy to state that M. J. Martinez recovered from his illness and has been working ever since.

Governor Zehner states that he still has his constituents eating out of his hand. He also states that when bigger and better politicians are found, the Line Department will produce them. Judging from the last election Harvey must know what he is talking about.

The race horse "touts" have been very secretive lately, probably waiting to release a "sleeper."

FLASH:—Heinie is making plans for his annual two weeks hiking trip under the guise of deer hunting.

SUBSTATIONS

During the past month Henry Neel and C. M. Coe had to take a few days off, due to illness.

Edward Wade took the first vacation in the Department. He says the weather was hot and the fishing good in Arizona, although he failed to state whether the catching was good.

Frank Skelly is now boss of his household, his family is enjoying a trip to Chicago.

Speaking of batching, W. R. Rhoads is doing that very thing. His wife is on a two weeks trip to Reno, Nevada. The only order W. R. gave her was to have his machine back in the allotted two weeks.

Walter Reece is sure smiling these days as his dahlias are beginning to bloom.

Morris Lander took his new Ford on a very hard trip, taking in the progress at Boulder Dam. It was an eventful day for Morris. Along with the trouble he had with the car he worried a whole lot about what all the pipe was to be used for.

Have you noticed the new water tank at Ardmore Sub?

At the time of this writing M. J. Barnett is enjoying a very wonderful vacation somewhere. Will try and get the full particulars later.

Introducing vacation relief operator, George T. Childs.

ELECTRICAL CONSTRUCTION AND BONDING

Nels Lane finally shook off his cold and returned to work.

It has been rumored that Bill Lane's son had to do an awful lot of talking before his dad would give him permission to drive the family car to work.

Did you notice Harl France running across the yard at 16th Street shouting at the top of his voice to Nels Lane, "We got it"?

Three members of the Los Angeles Railway joined a trucking company for a day, when said company had a very jovial picnic which included some very nice refreshments. The three truckers were none other than Bill Boyd, Frank Maloney, and yours truly.

Dick Payne is a father-in-law again, his new son-in-law living in China.

George Agraneotis underwent a minor operation during the past month, coming out in very fine shape.

Pete Goodas is quite a politician.



F. ARLEIGH FRAZIER

O. Rivers bought some patent medicine from a cure-all peddler and took it home. His wife wasn't feeling good one evening so Rivers got the medicine out for her to try. She threw it out the door. Now he has bought some hair restorer (for himself) to try. Better buy a wig, Rivers, it is a surer way to have a full head of hair. Ask Knowles.

Jackson has installed a new spit box at Smith's lathe. It seems the old one wasn't big enough.

George Lambert just about has every one who parks his car on the lot, convinced that he has the right of way. The last one to question his rights was Joe Gordon.

Howard Lock comes to work all shaved and dressed up since the transfer table brakes were installed. He must think he is operating on Central Avenue.

Several foremen were asking why Harold Conacher took three helpings of chicken at the last foremen's banquet and why he and "Doc" Robey drank so much ice water.

We find our good friend Paul Abey has quit the kindergarten so he can go to night school. Paul is talking J. Mathis and R. Blaize in to taking up a course in rejuvenation.

Bill Leisure, Harold Conacher, Sherman Kriewald, Jack Bickford and H. E. Simpson all have brand new cars. L. Griffith wishes he had one.

Bob Slocum is off sick.

There must be some wonderful attraction at Fullerton which draws R. L. Sloan. Hope he is not jumping into the fire.

It is a good thing election day doesn't come often because it would necessitate Mr. Tom Rocha taking more trips to Big Bear and using 16 gallons of gasoline.

If any one has a large cork please send it to Mr. Joe Schnell. It will save him from running the pointed scraper through his finger.

Herman Heuer is away on vacation.

John S. Moore is off sick.

Bert Tims is looking for a long flexible punch to use to drive through the grab rails on double deck coaches to take the kinks out.

E. L. Standish has returned to work after being off sick nine months.

New men transferred to the Shops from the Divisions are M. R. Houser to the Machine Shop. J. H. Lewis to the Blacksmith Shop.

New men in the Stores Department are Stanley Duncan and Howard Eimer, Jr.

Willard Littlefield returns to the drafting room after being away about twelve years.

Joe Spearing was at the hot springs on his vacation and around home. He has 53 cars to change to one man cars when he gets back.

Lee Crump and Joe Steenrod are vacationing. Joe sends a warning to all Oregon fish.

John Schneider has returned to work.



F. F. ROBEY

DIVISION ONE

O. Ellis was off for several weeks with an infected hand.

W. H. Jermy took two weeks for a vacation, visiting Lake Tahoe.

Ray Hayes just completed painting his car. It certainly is a dandy job—we can hardly tell the car from a new one now.

We are very sorry to report that Ira Sherrill's wife recently broke her leg. Latest reports are that she is getting along nicely.

Tommy Lock happens to be the one and only "Game cock" owner at Division One. He recently bought another rooster and hopes this one will win the next fight.

Division One Mechanical now boasts of a real ball team in the persons of Tom Lock, Manager; J. Johnson, J. Phillips, N. Farmer, A. L. Wolpers, J. Marsden, P. Brown, E. Gordon and O. Ellis. These men are out to make their team a real success. We certainly wish them all the luck in the world.

DIVISION TWO

Sorry to report that R. B. (Bob) Slocum is in the California Lutheran Hospital, suffering from some ailment of his left side. We are glad to hear that he is improving.

A. G. Richards is also on the sick list with some sort of throat trouble.

A great deal of credit is due the colored women employes for their part in the winning of the recent election. They were under the leadership of Mrs. Eva Highbaugh who had the responsibility of making a house to house contact in the district bounded by 12th Street to Slau-son Avenue and Avalon Boulevard to Long Beach Avenue.

Sam Cohn would like to go fishing with the Vernon Yard boys but Sam is troubled with terra firma—the firmer he sticks to the ground, the less his terror.

This month our General Foreman of Car Houses, William T. Brown, has nearly fifty requests from Car House forces to be transferred to South Park Shops to work on reconstruction of the new One Man Cars. There's always something happening to keep "Billie" busy. Now watch him check the efficiency cards.

DIVISION THREE

Another Nokes, "C.W.," let the vacation bug bite and he has gone to Kansas for thirty days.

M. Krakar has gone to Illinois for a thirty day real vacation.

A. Hamburg is going to Boston and way points for his vacation. It's a good thing the tea parties are over.

Here's one thing to think about: H. Wescombe spent his last dollar to buy a ticket on a drawing for a new Ford coupe, but believe it or not, he held the lucky ticket and with friend wife's help he drove away in a real new car. Talk about luck!

Division Three Mechanics went fishing on Decoration Day, at least they chartered a boat and expected to go

and get them.

Charley Merrill tries to keep the boys posted on what's what with the Townsend plan.

H. Sparks says it is sure shocking to touch two trolley poles at one time if one happens to be on the wire. We all have to learn.

DIVISION FOUR

Mahlin "Shorty" Johnston is starting the vacation season off for Division Four. Shorty has taken a thirty day leave to visit his folks in Des Moines, Iowa. A pleasant trip to you, Shorty.

Henry Watts is off at the present time with an injured knee, hurt while on a hiking trip in the mountains. We hope you will be able to resume your duties soon, Henry.

M. R. Houser has transferred to the Machine Shops at the South Park Shops.

* * *

Married

L. F. Olson, who has recently transferred to Division Three, was married on the evening of Friday, May 17th. After the ceremony the happy couple departed for a two day stay at Catalina Island. We congratulate both of you Lawrence, and wish you every success and happiness.

* * *

We extend our sincere sympathy to the family of George Lee who passed away Thursday morning, May 9th. Funeral services were held at W. A. Brown's and interment was at Angeles Abbey.

DIVISION FIVE

Information wanted: who is the car washer at Division Five who can't take a joke?

John Davis now wears a happy smile and carries a full dinner pail. His wife, who is attending a cooking school sponsored by the Southwest Wave, received for her culinary ability, a beautiful de luxe O'Keefe and Merritt gas range. Better padlock your lunch pail, Mr. Davis, or some of these "cake hounds" will be in it looking for samples.

What's the matter with Jimmie Ross? Thursday morning, May the 9th, he came rushing into the office all out of breath. I. C. Gordon looked up over the top of his "specks" with a "Now what's the matter?" "Wantna check," said Jimmie. Fifteen minutes of valuable time was then lost convincing Jim that pay day was on the 10th, and that he would have to wait, even though he didn't bring his lunch, and was broke. But that is only half of the story. At noon time Mrs. Ross drove up and informed Jimmie that she had bought a sewing machine and wanted the check that he had promised her she could have by calling for it. Oh, that's all right, Jimmie; you'll get used to the daylight after a while.

* * *

Married

Gene Lockridge and Miss Lillian Hokom were married at the Swedish Methodist Church at 14th and Union Avenue, Friday, May 24th, at 8:30 p. m. Thanks for the cigars, Gene, and we wish you many happy years together.

* * *

Don Douglass and Jack Eastin have each bought a Government homestead at El Monte. There were 140 chosen from 1,800 applications for these farms which are all equipped with chickens, rabbits, trees, berries, a new house and every-

thing to go to work with. One acre of ground and plenty of water on each, where plenty of vegetables may be grown, is the size of these farms supervised by the Government. They are sold with the sole purpose of helping the man who has a steady job to become more independent. Don and Jack will drive the fifteen miles to work together and expect to be all settled by August 1st. And as their farms are close together they have great plans made for swapping work and produce.

Sad indeed, was the news that we received of the tragedy that befell Johnnie Walker. And to Mrs. Walker and Baby Joan, we, his fellow workmen, extend our sympathy.



H. I. SCHAUBERT

Charlie McCallister takes the honors for first vacation this year. He is visiting relatives in the northern part of the State. Hope he stops at his gold mine and brings back a few nuggets to pass out among the boys as souvenirs.

Guy Payne is also on vacation. He took the train back East to visit relatives and plans to make the return trip in a nice shiny new automobile. Chisler!

Joe Ovard, and his men, had a narrow escape the other night when a drunken driver smashed in to the grinder trailer and broke it loose from the truck. His car continued on past the men, missing them by inches. Joe thinks nothing of it though. He says he has to dodge 'em every night.

Charlie Shelton had to make a hurried trip to San Bernardino the other morning. He took his wife to see her father who was seriously ill.

Bill Swearingen, the Vernon Yard Optimist, spent five dollars for a new reel following numerous fishing trips this spring from which he has returned empty handed.

Foolish ways to pass the time—Jack Robinson and Frank South planning a trip to the moon. Bill Rankin standing by to hear how it is to be done. Les Sparks trying to hit a bulls-eye. Walter Capps trying to keep the flies off himself while a ball game is going on. Austin Fleetwood having his new car towed in to a garage for repairs when all that was the matter with it was a disconnected spark plug wire. Louie Schmidt trying to get some supplies from the Yard Office. Johnny Teagarden asking Harry to order some material. Ray Copper, Bill Bramlette and Holly Simonson voting to come to work at eight o'clock. Bob Barrett buying a new pair of shoes instead of a cushion. Bob Gates trying to look at ease when his truck is a little late. Pat Rooney taking setting up exercises. Trying to get a ball team in Vernon Yard that will win ONE game in succession. Enoch Mackie trying to pick the right horse. Charlie Plume chewing gum. Cal Simmons going to church. Frank Bradley acting as bouncer in a beer joint. Trying to find something to write about. Trying to read the darn thing after she is rote.