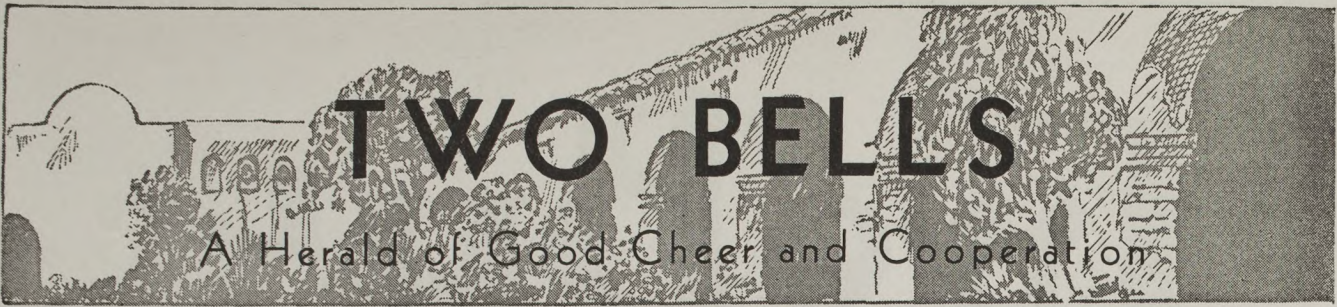


Two BELLS





Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

November, Nineteen Thirty-five

Number Eleven

JANET C. McNEILL - - - - - Publicity Manager and Editor

Sand The Track---We're Slipping!

By E. R. DYE
Manager of Transportation

This first article of a series of articles on accidents is presented to you in the nature of an appeal to the common sense of our trainmen, that they may realize the importance of learning and applying a uniform system of handling situations—not your system but the Company's system.

A person driving an automobile on our streets may not be distinguished from other drivers, but a platform man wearing the uniform of the Los Angeles Railway Corporation is distinguished from other users of the street and should be considered as a man trained to handle passengers in a courteous manner, to operate his car smoothly, and with the highest degree of care, so that they may be transported to their destination in safety. In order to do this, a trainman's mind must be free from worry and he must pay the strictest attention to the duties required of him.

In large manufacturing plants the public seldom comes in contact with the producing force. In such plants employes are usually grouped under the watchful eyes of the supervisory force, which force is ever ready to assist in properly straightening out misunderstandings, or correcting deficiencies, while, in our own organization, the major portion of our employes not only form the productive branch of the organization, but also become the salesmen for the commodity sold by our street railway, namely, transportation.

The very nature of our business necessitates placing of responsibility upon the men employed more than in any other business, as the sales of its service brings its representatives—conductors, motormen, supervisors, or other agents of the Company—in direct contact with our customers. A public service organization is the

last place in the world to show a temper or a grouch to one's fellow workers or to our patrons. It takes two people to make an argument. If one won't argue, the other can't. The secret of success is service—all people must render service. The desire to serve must be recognized by each individual, not only in the greater tasks, but in the little things. Selling of service to our patrons is a job that falls on the shoulders of every employe. Giving good individual service is the only manner that this can be successfully done.

In no line of endeavor is the gaining of public favor more dependent upon the attitude of the personnel than in the transportation business. The kind of service a man renders reflects his interest in the welfare of the organization, which enables him to earn a livelihood, and to our patrons it reflects the attitude of the Management.

Group action is vitally necessary to our success. Group action can only be effective when backed up by individual observance of rules which govern the successful operation of our property. If all trainmen were 100% efficient, there would be little need for training, but as this is not possible, there being a certain degree of deficiency in all our make-ups, it becomes necessary to build up the trainmen's efficiency by continual instruction. When these instructions are not followed, then it becomes necessary to resort to discipline. Do not forget that every violation of a rule is a potential accident and a potential claim for damages.

The cost of accidents is increasing alarmingly. This cost can be cut down only by cutting down the number of accidents. The following is a comparison of the non-collision type of accidents for September, 1934, as com-

pared with September 1935:

ALIGHTING:	1934	1935
Standing		
Center	10	23
Standard	127	142
Moving		
Center	0	3
Standard	18	8
BOARDING:		
Standing		
Center	15	11
Standard	65	56
Moving		
Center	5	7
Standard	73	85
FALLING IN CAR	77	117

I am calling your especial attention to the increase in two types of accidents, namely, the alighting standing car accidents, and the falling in car accidents. The highest degree of care must be exercised to avoid these types of accidents. If, however, you are unfortunate enough to have one occur on your car, the next best thing you can do is to fortify yourself and protect your Company with all the witnesses it is possible to secure at the time of the accident, and turn in a report outlining in detail all the circumstances connected with the accident.

When procuring names and addresses of witnesses, be sure that the names and addresses are legible, so that the Claim Department will have no difficulty in locating witnesses. I am citing to you a case which recently cost our Company \$337.50, for no other reason than that only one witness was secured, and this lone witness could not be located. Trainman's report indicated that there were eighteen passengers on the car at the time of the accident. This accident occurred October 21, 1935, on an "H" car, west-bound at 7th and Main Streets. An old and rather feeble gentleman ran around the rear corner of car just as car was starting and caught the grab bar. He had a cane in his hand and

was unable to get on the step, but held on to grab handle and was dragged some distance. Emergency bells were given by conductor and car was stopped. This man suffered an injury to his hand and his trousers and coat were torn. The man admitted that the car was in motion when he attempted to board, but, on account of the Claim Department having no ammunition in the shape of witnesses with which to fight this case, and there being no question as to the man's injuries, our Claim Department could not take the chances of letting such a case be brought into court.

So, get witnesses, and make a report, giving all facts pertaining to the accident, so that our Claim Department may be in the enviable position of knowing exactly what happened and be able to successfully defend the case.

New Type Crossing

By B. H. EATON

Engineer Way and Structures

The Los Angeles Railway, for the past several years, has been experimenting with the idea in view of constructing a type of special work, which would eliminate, insofar as possible, the objectionable features heretofore experienced with respect to noise with the various types of special work now on the market.

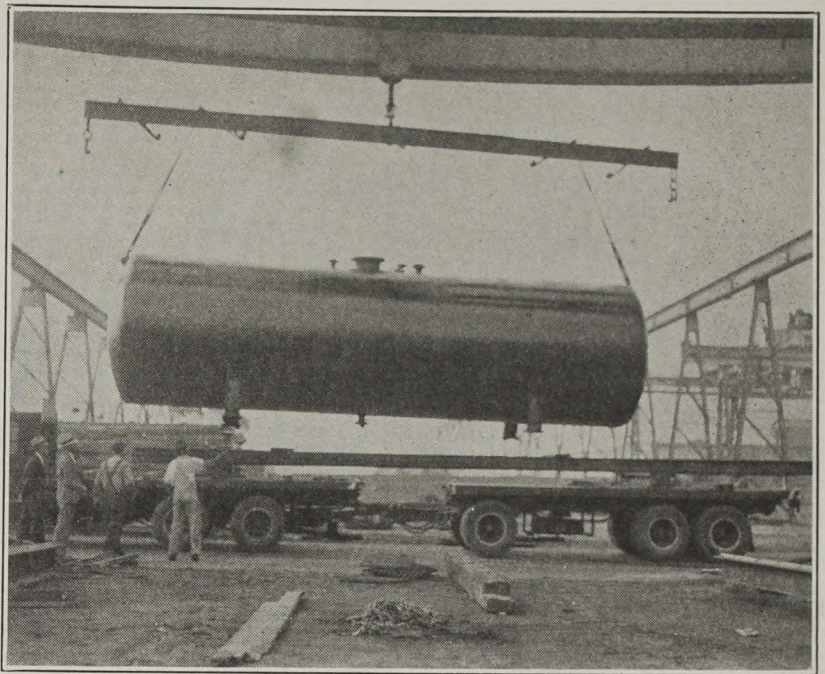
We have, from time to time, within the past six years, constructed small portions of layouts, such as single frogs, or single units of crossings, in various locations of the city for test purposes and through a slow process of development, have designed a type of special work which has proven very satisfactory in every way.

The four-unit crossing recently installed at 11th Street and Broadway is the outgrowth of this experience. We believe this crossing will prove a very satisfactory solution to the ever objectionable question of noise. This installation will be closely watched with the idea of making any possible further improvement in the future.

Intersections Installed

New intersections have just been installed at Eleventh and Broadway and Tenth and Broadway, and in the near future the crossing at Vernon and Main will be renewed.

Plans have been made to renew the big layout at Figueroa and Pico. This includes all the special work as well as the intersection.



Lowering Butane Tank on Truck for Delivery to 16th Street Garage.

Monster Butane Tank at 16th Street

The results obtained from the experiments with butane gas, as fuel for motor coaches, were so gratifying that the Management decided to equip additional units for its use. Before this could be done however, they were faced by the problem of larger fuel storage facilities at the Garage in order to accommodate the increasing number of vehicles equipped for gaseous fuel. It was decided to install a tank of about a ten-thousand gallon capacity, with the necessary pipes, gauges, valves and gadgets for its successful operation.

This tank is eight feet, two inches in diameter, and is thirty feet long. The shell is three-quarters of an inch, and the heads are one-inch boiler plate, all joints being made by the electrical welding process, there being neither rivets nor bolts used in its construction.

After completion, the tank weighed approximately fifteen tons, without the one-half-inch corrosion protective covering of asphaltum and canvas. When tank is full to capacity, tank and contents weigh thirty-nine tons.

In compliance with the City and State safety laws, the tank was given a hydrostatic test of two-hundred and seventy-five pounds per square inch.

In order to put this tank underground, a pit was required forty feet long, twenty feet wide and fifteen feet deep.

The Mechanical Engineer's office had charge of the design and supervision of the installation. The exca-

vation, foundation and setting of the tank were performed by the Department of Way and Structures. The piping and special fittings were made at the South Park Shops and installed by the Electrical Engineering Department.

Only the hearty cooperation between these departments made it possible to perform this job in record time without a single hitch.

"---And Sudden Death"

We are indebted to the New Amsterdam Casualty Company, and Mr. Bernard A. Guy, Manager of its Los Angeles office, for the pamphlet entitled "—And Sudden Death," an article reprinted from the Reader's Digest. Copies of these pamphlets are to be distributed so that each employe of the Company may have one or more.

"Like the gruesome spectacle of a bad automobile accident itself, the realistic details of this article will nauseate some readers. Those who find themselves thus affected at the outset are cautioned against reading the article in its entirety, since there is no letdown in the author's outspoken treatment of sickening facts."

If you have not seen a copy of this pamphlet ask the head of your Department for one.

Worry is interest paid on trouble before it is due.—*Dewar.*



Our Shops Viewed from the Air

Interesting Story of Shop Activities

By H. E. JORDAN, Superintendent of Equipment

Here is an airplane view of the shops and yards of the Los Angeles Railway, covering approximately seventeen acres. The various activities of the shops are listed by numbers with corresponding numbers to show their location on the picture.

1. **Winding Room.** Here the motors are rewound, the controllers reconditioned, and other electrical equipment repaired.

2. **"C" Inspection and Truck Repair Shop.** This is equivalent to a light overhaul and is given to every car after it has made 25,000 miles. The trucks and motors are removed, air-brake equipment and control units are disassembled and all defective or worn parts are repaired or replaced. The car body is given a thorough going over.

3. **Boiler Room.** Furnishes steam for steam hammers, and for heating the vats which are used for cleaning parts. Also for heating the shops.

4. **Wheel Room.** Here wheels are mounted and dismantled. A 200-ton hydraulic press is used for mounting the wheels. The wheels are held on the axles only by pressure and the accuracy of the men doing this work is so great that they seldom miss by more than a very small margin a 50-

ton pressure for mounting a wheel. The wheel press carries a gauge and the pressure fit of every wheel is recorded and if it does not meet the specified limits of variation, the wheel is dismantled and the works has to be redone. Every wheel must be ground, even though it is new. The shop also contains two large wheel boring machines, a large wheel lathe, and an automatic electric arc welding machine for building up wheel flanges.

5. **Main Machine Shop.** This shop is equipped with many kinds of machine tools, including punch and shears, lathes, planers, shapers, milling machines, radial drills, universal grinders, power hacksaw, special boring machines, bolt threading machines, etc. A 15-ton traveling crane handles heavy equipment and a number of small air hoists handle medium weight equipment.

The drill-press room is equipped with a large number of various sized drill-presses. This is where the drilling work is all laid out and machined. Two hand-operated hydraulic presses are used for installing bushings which are used in large numbers in reconditioning brake and truck parts.

6. **Blacksmith and Fender Repair Shop.** This shop is equipped with four large steam-hammers, one trip ham-

mer, oil furnaces and forges, punch and shears, and other blacksmith facilities. In the babbitt room where the bearings are rebabbitted, the pots are electrically heated and thermostatically controlled so that the babbitt is never overheated and scorched, and is kept at the right temperature for pouring.

7. **Fare Box Room.** Fare boxes are repaired here.

8. **Air Brake Room.** Air compressors and various air valves are reconditioned here. Air brakes are very essential for safe-guarding passengers, and extreme care is taken to keep this equipment in first class condition. A stairway from this room leads up to the pattern storage room where several thousand patterns are kept.

9. **Paint Shop.** We do our own mixing of paint to form various colors and consistencies. Cars and buses are painted with both spray and brush methods. Signs are painted here, many from silk stencils, for dash boards, etc. The paint spray booths are equipped with an air shaft so that fumes are drawn out.

10. **Upholstering, Glazing and Buffering Shops.** In the Upholstering Shop upholstered type of seats are reconditioned and repaired, also car curtains are made and reconditioned. Adjacent to this room is the Glazier Shop where glass is cut to fit car and coach windows and doors. In the next

shop is the Buffing Room where finished parts of car and coach fixtures are pickled, polished and reconditioned.

11. **Scrub Track.** Adjacent to the Paint Shop is the scrub track where cars are thoroughly scrubbed inside and outside before they are overhauled. Next to the scrub track is an outdoor pit used in removing dirt and grit from underneath cars and equipment. It is also used in painting the metal surfaces.

12. **Mill.** This is where the main Mill is located. This shop is equipped with many kinds of wood-working machines including shapers, band-saws, cut-off saws, rip saws, planers, jointers, boring machines, wood lathes, mortising machines and a double-end tenon machine.

13. **Carpenter and Erection Shop.** The first section of this shop is the sheet metal section.

The major work on the coach and car bodies, when they are overhauled or are involved in wrecks, is done in the Carpenter and Erection Shop. It is here also that we have built complete cars and reconstructed the major portion of many of our older cars.

At the extreme end of this shop is a section devoted to the overhauling of the multiple-unit control equipment.

Outside of this shop is the straightening track, a large frame work of steel members set in concrete and held in an upright position on each side of the track. When cars are involved in serious wrecks this is used with the aid of jacks to straighten the frames and bring them back to the true dimensions.

14. **Transfer Tables.** These are moving structures on rails used to shift the cars from one shop section to another.

15. **Shop Substation.** Here 15,000 volts alternating current delivered us by the Southern California Edison Company is reduced to 440 volts and 110 volts for use of our Shop machinery, equipment and lighting.

16. **Pump House.** Adjacent to the Substation is the pump house housing our water pump used to pump the water from the Shop well into the overhead reservoir. Here also is a large, stationary air compressor and air reservoirs which supply compressed air for use in the Shops on the south side of Fifty-fourth Street.

17-1 and 17-2. **Stores Department.** Stocks of spare materials and equipment are housed in this department. Approximately 12,000 different items are carried in this stock and other store room facilities at the Shop.

18. **Instruction Room.** The electrical equipment of a street car has been uniquely mounted on a large panel in this room so that it is entirely ex-

Basketball Tournament

By C. J. KNITTLE

The lofty dreams of eighty basketballers and their eight team managers of being fully equipped and furnished gymnasium facilities for a fourteen weeks tournament has come true.

How did they promote the necessary funds? Well, it came about in the most natural way.

The team managers went into a huddle to decide how to raise the money. In a few minutes they emerged with a glittering idea. Every player is an employe of the Los Angeles Railway or the Los Angeles Motor Coach Company and basketball is a clean, healthful recreation. Why not take their troubles to Transit Employes for a hearing? They did.

President Hollenbeck filed their request and a few days later the Board of Governors also went into a huddle and came up with the decision that Transit Employes should finance the teams and assist them in every possible way.

The team managers were permitted to purchase eighty uniforms and eight basketballs and a fourteen weeks lease on two gymnasiums at Lincoln High School was paid for.

To repay for the splendid cooperation of the Board of Governors, the players will bear the words, "Transit Employes" on the front of their gym shirts and the organization has been named "Transit Employes Basketball League."

On November 8th, the opening games of the grueling, fourteen weeks contest were played. The results are

posed as are also the various connections of electric wires and air pipes so that mechanics may be readily instructed by actual demonstration.

19. **Car House.** Car House No. 2 and yards.

20. **Lumber Yard.**

21. **Scrap Dock.** Where unusable scrap is accumulated.

22. **Oils Store Room.** Various grades of oils are stored here for use on machinery, car trucks, etc.

Manager Van Vranken Vacationing

F. Van Vranken, Manager of the Motor Coach Divisions, has been vacationing in the East. His program included a visit of one week in West Virginia, a week in Boston and two days in New York City. Mr. Van Vranken is expected home on November 10th.

now posted on the bulletin boards at all Divisions. The next issue of Two Bells will give the results of all games played.

Lincoln High is situated at Lincoln Park Avenue and North Broadway. The balconies in the gymnasiums seat approximately four hundred. The games start at 7:00 P. M. One hour is allowed for each game. The two gymnasiums are used, permitting two games to be played in the same hour. The second two games start promptly at eight. It will be observed in the schedule that all games are played on Friday evenings.

If you enjoy watching a good, lively game of basketball, come over and see your favorite team in action. Just one more thing: There is no charge for admission.

And now, before giving you the schedule of games, I want you to meet the gentlemen who corralled this splendid aggregation of talented hoopsters, the men who went into a huddle to put their ideas together and, emerging, transformed those ideas into actualities.

The League Chairman: George Goehler, Los Angeles Railway Coach.

The Secretary: A. E. Vejar, Division Four.

Team Managers: Division One, J. J. Phillips; Division Three, J. H. Gorby; Division Four, A. E. Vejar; Division Five, Roy Platner; 16th Street Coach, A. J. Grode; Wilshire Coach, G. B. Dossey; Vernon Yard, W. B. Bramlett; Office, L. N. Kelly.

Schedule of Games

Nov. 7:00 P. M.	8:00 P. M.
22 Div 1 vs Office	Wil vs Ver Yd
Div 5 vs Coach	Div 4 vs Div 3
29 Ver Yd vs Div 1	Div 3 vs Coach
Office vs Div 4	Div 5 vs Wil
December	
13 Div 4 vs Ver Yd	Wil vs Div 3
Div 1 vs Div 5	Office vs Coach
20 Div 5 vs Div 4	Div 3 vs Div 1
Ver Yd vs Coach	Wil vs Office
27 Office vs Ver Yd	Div 4 vs Coach
Wil vs Div 1	Div 5 vs Div 3
January	
10 Coach vs Div 1	Div 3 vs Wil
Office vs Div 5	Ver Yd Div 3
17 Div 1 vs Div 4	Div 3 vs Office
Div 5 vs Ver Yd	Coach vs Wil
24 Div 1 vs Office	Wil vs Ver Yd
Div 5 vs Coach	Div 4 vs Div 3
February	
7 Ver Yd vs Div 1	Div 3 vs Coach
Office vs Div 4	Div 5 vs Wil
14 Div 4 vs Ver Yd	Wil vs Div 3
Div 1 vs Div 5	Office vs Coach
21 Div 5 vs Div 4	Div 3 vs Div 1
Ver Yd vs Coach	Wil vs Office
28 Office vs Ver Yd	Div 4 vs Coach
Wil vs Div 1	Div 5 vs Div 3
March	
6 Coach vs Div 1	Div 3 vs Wil
Office vs Div 5	Ver Yd vs Div 3

Winning team must report all scores to League Secretary, J. H. Gorby, at Division Three.

Veterans

The Hallowe'en Masked Ball held at Patriotic Hall Saturday, October 26th, was attended by everyone who could do so. Shake-ups, etc., held many away. But those who did attend had a wonderful time.

Mr. and Mrs. C. E. Kriss of Division Four carried away the honors as the best costumed couple. They were attired in pirate costumes made by Mrs. Kriss. Helen Nelson won first prize as the best man, and were the judges surprised when they learned it was not a man! Her daughter Janet won first prize as best lady, she appeared as a belle of the Gay 90's. Several door prizes were also given to holders of lucky tickets.

The "Order of the Sword" degree held a meeting Monday, October 28th. Comrades Lane of Blakely of Division Five were given the works, if you don't believe it ask Comrade Blakely. S. T. Cooper of Division Four was to have been present for his initiation, but he must have acquired a bad case of cold feet for he failed to put in his appearance.

There has been quite a bit of confusion in regard to the Armistice Day parade, but all members will receive a bulletin later as to what will be done. Most of the members are in favor of taking part in the night parade with the American Legion instead of the day parade, as more members will be able to attend at night. Past Commander Walter Culver is doing all he can to get things straightened out.

The next meeting will be held Monday, November 25th. This will be initiation night for new members in the Club. This will be a joint meeting with the Auxiliary which will also have a class for initiation. This will be followed by some entertainment and then refreshments will be served.

We are very glad to report that Comrade Wickham is back to work and is looking good and says he feels great.

Our Commander, Andy Duncan, met with an accident a couple of weeks ago and is hobbling around without crutches. He was climbing on top of a car when one of the steps pulled loose letting him fall into the pit. His hip and thigh look as though he had been kicked by half a dozen Texas mules.

H. F. NELSON, *Adjutant*

Auxiliary

Our social evening at the home of Mrs. H. F. Nelson on October 12th was enjoyed immensely by every one who attended.

The Hallowe'en Masquerade Dance given by the Veterans' Club was an-

other spotlight of last month's events.

Our next regular meeting will be November 25th. Keep this date in mind for initiation of new members will be in order at this meeting. We hope all members, new and old, will make a special effort to be present.

MARY WILEY, *Acting Secretary*

Foremen Meet

The regular monthly meeting of the foremen and supervisory forces of the Mechanical and Automotive Equipment Departments was held in the Instruction Room at Division Two on October 12th, with H. E. Jordan, Superintendent of Equipment, as chairman of the day.

The chairman gave a review of the suggestions that were made at the former meeting and the results that had been obtained from same.

It was brought out that many of the suggestions had been followed up, and changes are being effected that will show a material improvement in our operation.

F. O. Rowbottom read a very interesting paper on the "Pencil Pusher versus Technicians."

The time being all taken up, the chairman announced the next meeting would be a continuation of the same subject, after which, meeting adjourned.

J. E. STEENROD, *Secretary*

Veterans Foreign Wars

Southwest Post No. 2828 held their election of officers at a regular business meeting on October 2nd. The comrades elected for the ensuing year are as follows: Commander, E. M. Cavanaugh of the Construction Department; Senior Vice Commander, Glenn Hartzell, Motorman of Division Five; Chaplain, L. M. Heft, Conductor of Division One; Quartermaster, R. J. Gates, Motorman of Division Five; Officer of the Day, C. W. Hannon, Conductor of Division Five; Post Surgeon, C. W. Griffiths; Post Advocate, Junior Past Commander R. R. McFall, and Comrade C. R. Gilliam, Motorman of Division Five was appointed Post Adjutant. Installation was set for November 6, 1935.

Southwest Post is again looking forward to another banner year under the leadership of Comrade Cavanaugh, who has many interesting points in his program. As membership is one of the main points in the program, we ask that you eligible readers contact any of the above comrades and place your membership with No. 2828.

Highlights on the installation will appear in the next edition of Two Bells and don't forget to watch for the next big dance date.

G. H. STONE,
Junior Vice Commander

Community Chest Report

Mr. R. O. Crowe, Chairman for the Company of the Community Chest Campaign, makes the following report as of October 30th:

Contributions for first two weeks passed the "72% of quota" mark.

The Track Department maintained the record for "top" position. Mr. Eaton and his able lieutenants were first with a complete report and the department average pledge of \$3.95 exceeded the last year figure of \$3.84.

Division Four led the operating units in early reports and average contribution.

The first personal pledge was made by Mr. Schupp, Purchasing Agent, and Mrs. McKinley for the Personnel Department made first report for general offices.

Department 6, Electrical Repairers, maintains top record for average pledge of units outside of offices.

Following tabulation shows result to October 30th:

	Number Pledges	% Complete	Amount	Cash	Average Pledge
Maintenance of Way Dept.....	262	100	\$1,036.00	-----	\$3.95
Coach Division.....	236	100	751.00	2.00	3.18
Division No. 1.....	456	85	1,056.00	-----	2.31
No. 3.....	436	100	848.50	129.50	1.95
No. 4.....	486	96	1,472.25	110.75	3.03
No. 5.....	160	30	381.00	50.00	2.38
Mechanical Departments:					
No. 1.....	75	100	120.00	1.00	1.60
No. 3.....	61	100	124.00	9.00	2.03
No. 6.....	42	87	199.00	4.50	4.74
No. 9.....	11	85	26.00	4.00	2.36
No. 10.....	31	100	74.60	7.00	2.41
No. 20.....	16	100	27.50	9.00	1.72
Office.....	12	100	60.00	3.00	5.00
Executive and General Offices.....	328	-----	2,486.80	640.00	-----
TOTALS.....	2,612	-----	\$8,662.65	\$976.75	-----

Square and Compass Doings

The regular monthly meeting of the Club was held on Saturday, October 19th, at Weiss' Viennese Cafe and as usual the appetites of members were the first consideration. Needless to state, a sumptuous meal was provided and thoroughly enjoyed by all present.

Brother Trask again furnished the entertainment which was up to standard. Particular mention should be made of the singer (feminine) who by skillful manipulation and lots of coaxing succeeded in getting the members into the proper spirit for community singing. We have several very good voices in our Club, and some otherwise. All in all the boys (and they will be boys) enjoyed this feature of the entertainment.

From Kelly Homes' private papers we learn that the singer's name is Ruth Pitts. Kelly, however, refused to disclose her telephone number.

By way of something different President Elrod secured the services of a speaker from the Board of Education, namely John A. Rose, who discussed a matter of vital importance to the community. His subject and remarks resulted in some heated debate pro and con, but no blood was shed.

Coming Events: Ladies' Nite, November 9th. This annual affair will be covered in the next issue of Two Bells and will be a fond memory by the time this issue goes to press.

We wish, however, to call particular attention of members to the next Club meeting. This will be held as usual on the third Saturday of the month, which happens to be November 16th. This will be an unusually important meeting, as election time is drawing near for which reason, if for no other, we should have a large attendance. Brothers, reserve this date and make it a point to attend. Full particulars in your bulletin later.

COMPASS POINTS

Brother George Scott had as his guest Brother Jack Simmons of Eastgate Lodge No. 290. Brother Simmons' remarks on what he heard, but was unable to see due to total blindness, were very interesting and we hope that George will see to it that Brother Simmons is with us again on some future occasion.

We were pleased to note among those present, Brother Joe "Old Faithful" Steenrod. We understand Joe did enjoy himself.

Les "Admiral" Sparks kicked long and loud about being unable to eat his soup. He said his fork leaked.

Claude Campbell was accused of reading a newspaper during the com-

munity sing. My, my, such concentration! Ruth, the songstress, tried to work on Claude, but without success.

Brother W. H. Morgan of Division Five, and no relation to the ex-President, Bill Morgan, conducted the meeting, this being Vice-President night. He did nobly and the writer herewith extends congratulations.

Brother Wm. B. Wilson, Head Upholster Carpenter, Shops, returned to the fold after a long absence. Brother Wilson is a member of Thorntree Lodge No. 512 in far off Scotland and we are mighty glad to have him with us again, and most sincerely hope that he will make our meeting a regular habit.

Kelly Holmes, chief "sanitary" engineer, made a personal appearance with Ruth Pitts the singer, and was he good! Yes, he wore his red tie which matched his face for color when he held the dancer on his lap.

Special Bulletin! Raymond Smith was heard by several members to refuse food. He was compelled, after seven side orders of squash, to refuse the eighth. What's the matter Ray—on a diet

Tex Hilliard laughed long and loud at one of the acts on the bill. Tex is thinking of taking up some instrument himself, probably would make a good musician at that.

Howard McCornack of the Garage was with us, having returned from a trip East which was necessitated by the sad passing of his father.

Elmer Wood, the lady killer, arrived at exactly 8:12 P. M., but better late than never. Elmer received the usual reception.

Brother Wm. Sibley, one of our staunch members on the retired list, as usual put in an appearance. Brother Sibley always enjoys our meetings.

The "Superior" twins, Bean and Polchow, were with us and in a big way. These lads are always full of fun or pep or something, and can be depended upon to furnish many laughs during the evening.

Well, Brothers, two more issues of this "stuff" to turn out, then your new scribe takes hold, so have a little patience, it won't be long now.

In closing, let me again request your presence at the next regular meeting, Saturday, November 16, 1935. This is important!

Fraternally yours,

JACK K. WILSON,
Director of Publicity.

Let's Merit More Of These

Mr. Samuel Haskins, President
Los Angeles Railway Co.

My dear Mr. Haskins:

On September 18th I was aboard an "A" car westbound on West Adams Street, holding in my hand a weekly pass, which I dropped and lost.

I am writing this to commend your conductor No. 1288, who was kind enough to give me a jitney to get back home.

I am enclosing herein ten cents in coin, payment for the fare, including three cents interest, which is the only way I can reciprocate his kindness.

May I ask that this conductor be highly complimented upon his intelligent service to the public; also may I compliment your organization for securing such a person to deal with the general public.

JACK ROSENBERG

Mr. Jack Rosenberg,
204 South Boyle Avenue.

Dear Mr. Rosenberg:

It was very good of you to write to us commending one of our conductors, H. Morris of Division Four. I shall be glad to send your letter and the ten cents enclosed to Mr. Morris.

It is always very gratifying to receive good reports of our men. If other passengers would follow the practice of reporting to us from time to time their experiences, it would help us to see to it that courteous service is rendered.

Very truly yours,

S. M. HASKINS, *President*

Visitor

Mrs. William E. Alen, formerly Mrs. Galloupe of our Complaint Department, made an informal call on the Two Bells staff about the middle of October. Mrs. Alen is living in Suisun City, and is looking fine. We were much pleased with the short visit.

For Sale

Walnuts. New crop. High grade. Special to Los Angeles Railway Employees only. Ten pounds for \$1.00 Conductor H. O'Neill, Division Four.

For Sale

Fresh, natural California grown dates, packed ready for shipping. Two and one-half pounds for 50 cents. See Ethel Layton, Room 701 Main Office Building.

Transit Employes

Federal Social Security Act—Also the state act which was enacted as a part of the national plan. These acts become effective on January 1, 1936 and cover "Unemployment Insurance and Old Age Pensions".

The latter becomes effective on January 1, 1937 and deductions from earnings will start on the dates mentioned.

We will arrange for meetings in the near future and will endeavor to have a speaker who will be able to define these acts and point out the merits. Many questions have been asked, and we have been unable to answer them intelligently. We do say, however, that it is of vital importance to each and everyone as employes, as well as to the Management.

"Substitute Plan for the Credit Union"—In the last issue of Two Bells, we stated that we would have something to offer you on this plan, but cannot do so at this time. Owing to illness of one of the interested parties we have been unable to have a meeting to discuss the substitute plan. We have been promised an early meeting, and then we will let you have the information which we hope will be of benefit to all.

Safety First—Trainmen and Bus Operators—Help reduce our accident record. Our accident record is open for improvement, and while we have endeavored to do all in our power to reduce accidents, we have not done enough. DO BETTER. What a wonderful record it would be if we could turn to a NO ACCIDENT month. Do your standing a good deed by keeping ahead of an accident. It is money in your pocket. Every accident we have, means but one thing—money out of pocket and spent in the wrong way—WE, THE EMPLOYES, CAN USE IT TO BETTER ADVANTAGE.

Bowling Team—A team that is rolling an average of 842 and has a total of 19 points out of a possible 24, really is one that is entitled to your support. Remember every Thursday at 6:30 P. M. at the Luxor Alleys, 4347 So. Vermont Ave. Go out and witness their play, and give them your support. This team will undoubtedly come out on top with flying colors. Take a good look at the picture which is in another part of this issue and decide for yourselves. F. H. Bock is the highest scoring individual player in the league.

F. W. MELLENTIN, *Secretary*

It takes two to make a bargain but only one gets stung.

A man can walk a mile without moving more than a couple of feet!



Transit Employes' Bowling Team. Reading from left to right: Wesley Nolff, Doyle Rishel, Fred Bock, Steen Parker, Ed Fleming. George "Houdini" Oliver is not in the picture because of illness.

Division Three Transit Employes

A meeting of the Transit Employes Association, Division Three, was held at Division Three Friday, October 25th. Due to the sudden illness of our Governor, W. H. Hollenbeck, Harry Gilmore took charge and opened the meeting. There were 86 members present and several guests including Steve Cooper, Vice-President of the Transit Employes, and Governor of Division Four; Joe Hagan, Instructor and member of the Trial Board, and Billy Vejar, Instructor.

Mr. Gilmore introduced Mr. Cooper who, as Vice-President of the Association, acted as pinch-hit for our Governor, Mr. Hollenbeck, and gave all members present an interesting account of negotiations that have taken place between our officers and the officials of our Company. Mr. Cooper stressed the spirit of cooperation that exists between the officials of our Company and the Transit Employes Association in dealing with these matters.

Mr. Cooper brought before the members the results of meetings in regard to schedules, frequency of shake-ups, personnel of the Trial Board, and the new proposed merit system. His report was well received by all present and showed the healthy spirit that exists in our relations with officials of the Company.

Mr. Cooper then turned the meeting back to Mr. Gilmore who reminded all that the collapse of Mr. Hollenbeck was due to the hard work that he has put forth in the past months in the interests, not only of Division Three, but of the entire Association. A speedy recovery for Mr. Hollenbeck is the wish of every employe of the Company.

T. J. Cumberland, formerly a conductor at Division Three, but now a Schedule Department Checker, had a very interesting film to show our members but due to lack of proper lighting facilities in our meeting hall we were unable to show the film there. The film was then shown downstairs in the Division Assembly Hall and was enthusiastically received. Mr. Cumberland presented the film in an expert manner and received the hearty appreciation of our members.

W. H. HOLLENBECK,
Governor Division Three
Per J. H. GORBY, *Secretary*

What We Laugh At

Why one person's ignorance of local geography should be amusing to others better informed is difficult to understand. It must be a peculiar trait of human nature like laughing when someone else slips and falls on a slippery pavement. The plight of a passenger who has boarded a car or bus going in the wrong direction almost always strikes the regular riders as a good joke. Inquiries about street locations and how to reach them are likely to evoke smiles, too, especially when questions are asked with a foreign accent. Car and bus operators, being human, are inclined to be amused at the difficulties of this kind experienced by passengers unfamiliar with the locality, and not infrequently they fail to conceal their mirth. It's bad enough for the poor, confused passenger to be adrift in strange waters. To laugh at him adds insult to injury.—*Transit Journal*.

News From Our Sick Folks

By R. A. PIERSON
Superintendent of Personnel

During the month of October, there were 27 employes confined to the California Hospital, which represents 198 hospital days. The cost of the hospital service was \$1,210.00.

F. V. Bache, Painter, Way & Structures, who underwent a cataract operation at the California Hospital recently, is getting along fine and is anxious to get back to work again.

J. W. Davis, Car Cleaner, Division Five Mechanical, who has been on the sick list for some time, is improving slowly.

W. Leffingwell, Motorman, Division Five, had an attack of pneumonia, and while he is improving, it will probably be a few weeks before he may resume duty.

D. Cuthbert, Motorman, Division Five, spent several days in the hospital, then went to the desert, but it didn't agree with him, evidently, as he is back home now.

O. G. Thompson, Conductor, Division Three, was on the sick list for a while due to the flu, but is rapidly gaining.

Floyd Monnier, Conductor, Division Five, is still confined to bed, but is feeling better, and greets you with the usual smile.

H. Buckman, Conductor, Division Four, is among those on the sick list. It is unusual to see Henry's name among those sick.

R. P. Adams, Carpenter, Mechanical Department, has been sick since October 14th, but is now improving.

E. W. Davis, Motorman, Division Five, who is on the sick list, has been very ill, but is getting along nicely at present.

G. F. Fuller, Conductor, Division Five, is having more than his share. He started out the first week in October with the flu, then later switched to chicken pox and finally landed in the hospital, where they removed his appendix. Glad to report that he is doing nicely.

R. H. Groves, Operator, Coach Division, was operated on at the California Hospital a few days ago as the result of an injury he received in July, 1935.

M. B. Phelps, Conductor, Division Five, has been under the weather for the last few weeks. He feels that he may be able to resume duty in the near future.

J. J. Meehan, Repairer, Mechanical Department, who has been ill since July, is improving nicely, but it will be some time before he is out and around.

J. H. Miller, Motorman, Division

Three, is on the sick list, and they now have him in the hospital looking him over.

We regret to report the death of three employes during the month of October, and the death of the wife of one employe. The three employes who died were covered under the Group Life Insurance Policy, but the employe whose wife died was not a member of the Wives' Death Benefit Fund.

During the month of October, there were 111 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Honor Roll

Wallace Wilberforce Stewart, Flagman in the Transportation Department was placed on the Special Roll effective October 18, 1935.

Mr. Stewart entered the service of the Company on May 23, 1903 as a motorman at Division Two and was appointed flagman on January 19, 1925. He is retiring with thirty-two and one-half years of service to his credit.

Honor Roll Employes

The Honor Roll Employes held their regular monthly meeting on October 15th.

President C. M. McRoberts presided. Mr. Slagle addressed the meeting on group hospitalization and benefits. Information concerning this particular plan may be obtained from Mr. McRoberts.

The resignation of the Secretary-Treasurer, George Prichard, was accepted with regret. On motion of A. A. Cash, seconded by J. J. West, D. L. Gragg was nominated as Secretary-Treasurer to succeed Mr. Prichard, and was unanimously elected.

The next regular meeting will be held November 19th.

D. L. GRAGG,
Secretary-Treasurer

Old Timer Visits

Frank Denison, one of our old timers now living at Yorba Linda, visited his friends in the Main Office Building Wednesday, October 23rd. He had a long chat with Mr. Harris and Mr. Pierson and went to lunch with Mr. Lewis. Mr. Denison felt that he had had a wonderful day as his opportunities to get into Los Angeles are limited.

Carl Hanson Passes



Carl L. Hanson

Our dean of active old-timers, Carl Leonard Hanson, has taken his last trip and made his final report. After an illness of about four months Mr. Hanson passed away on Sunday, October 27, 1935.

For more than forty-six and one-half years Carl Hanson has been serving the Los Angeles Railway or its predecessors, starting as a Driver on the horse cars of the Los Angeles Cable Railway Company on April 5, 1889. On September 13, 1889 he changed to Gripman on the cable cars.

In 1893, under the Consolidated Electric Railway Company, he became a Motorman and served in that capacity under the Los Angeles Railway Company and the Los Angeles Railway Corporation.

On March 6, 1922 he was appointed Information Man, and for thirteen and one-half years he has answered countless questions and given information, patiently and pleasantly, at Fifth and Hill Streets to thousands of citizens and visitors.

Always intensely loyal and conscientious Mr. Hanson was devoted to the service of his Company, and to his family. He made hosts of deep and lasting friendships, both inside and outside of the Lary family, and many, many of us are going to sincerely miss Carl.

Services were held October 30th at 2:00 P. M. at Mayne's Mortuary, and interment was in the Holly Plot of Inglewood Cemetery. Four of the six pall-bearers were employes who have been with the Company for many years.

Mr. Hanson was a member of the Odd Fellows and of I. O. F. of Los Angeles.

He is survived by his wife, Mrs. Lena I. Hanson, a daughter, Mrs. Irma H. Snider, two sons, Charles L. and J. Leighton Hanson, and several grandchildren, and to these loved ones the heartfelt sympathy of the Lary Family is extended.

BIRTHS

Motorman E. W. McCabe of Division One is happy over the arrival at his home of a fine baby boy on October 13th. His name is Kenneth Earl McCabe.

* * *

Clerk D. B. Kohl of Division One was lavish in passing out cigars on October 23rd. But it is the gypsy in him. He is celebrating a wonderful event. It is a girl weighing nearly seven pounds, and her name is Dalyce Deane Kohl. Congratulations and thanks for the wonderful smokes.

* * *

A baby boy was born to Operator-Motorman and Mrs. A. J. Hoxie on October 23rd, weighing seven and one-half pounds. Mother and baby are doing nicely, as is also the father, who is a Division Three man.

* * *

Baby Carol Ann was welcomed to the home of Mr. and Mrs. J. M. Ferris on October 14th. The child was born at the Benedict Hospital in Hollywood. Mr. Ferris is of the 16th Street Coach Division.

* * *

Mr. and Mrs. E. S. Barnes have Baby Carole Fern to share their happiness. Carole weighed seven pounds and fifteen ounces and was born at the South West Hospital on October 21st. Mr. Barnes is of the 16th Street Coach Division.

* * *

Frances Ione will be the boss in the home of Mr. and Mrs. M. C. Foster from now on. Frances weighed five pounds and eight ounces. Mr. Foster is of the 16th Street Coach Division.

* * *

Baby Donna Lee, six pounds and four ounces, was born to Mr. and Mrs. C. G. Fenderson, at the California Lutheran Hospital. Mr. Fenderson is an operator on the Wilshire Line.

* * *

Mr. and Mrs. John Mahony have a baby boy. The boy arrived October 25th and weighed eight pounds and seven ounces. Both the mother and baby are doing fine at the Glendale Hospital. Mr. Mahony is in the Mechanical Department of the Virgil and Santa Monica Coach Division.

* * *

Mr. and Mrs. George Olinger have a baby boy who arrived October 3rd and weighed over eight pounds. Both mother and baby are doing fine. Is George one proud papa? He is also in the Mechanical Department of the Virgil and Santa Monica Coach Division.

* * *

On October 31st Dr. Stork left a five and one-half pound baby boy at the home of Motorman L. F. Schmidt of Division Five. They are calling him Junior.

Motorman A. H. Neumann, of Division Five, also announces the arrival of a seven pound, fourteen ounce baby boy at his home on November 1st. He has been named Robert Charles.

Journey's End

William Southworth Campbell, on the Special Roll, passed away November 1, 1935. He was born in Pittsfield, Massachusetts, and was employed as a Motorman by the Company at Division Five on March 2, 1911. He was placed on the Special Roll April 16, 1935. Mr. Campbell is survived by two sisters.

* * *

William Lansing Williams, on the Special Roll, died November 1, 1935. He came from Remsen, New York, and was employed by the Company as a Cabinet Maker August 3, 1910. He was later appointed to Assistant Mill Foreman, in the Mechanical Department, and was placed on the Special Roll March 1, 1930. Mr. Williams was a member of Remsen Lodge No. 677 F. & A. M. of Oneida County, New York. He is survived by a daughter.

* * *

Will Albert Pilcher, Conductor at Division Five, died October 13, 1935, with a service record of almost thirty years with this Company. Born in Olathe, Kansas, he was employed by the Company as a conductor at Division Two on December 4, 1905 where he remained until July 31, 1932 when he was transferred to Division Five. He was a member of the W. O. W. of Los Angeles. Mr. Pilcher is survived by his mother, his wife and three sons.

Appreciation

We wish to extend our heartfelt thanks for the many wonderful expressions of sympathy received from the Los Angeles Railway family, in the death of our dear mother on October 5th.

Kate Ferguson
Mrs. F. B. Wallace
Geo. E. Ferguson.

For Sale or Trade

For Trade— $\frac{1}{2}$ acre in Lawndale for mountain land suitable for cabin. Room 601, Main Bldg.

For Sale— $3\frac{1}{2}$ A. at Camp Meeker, Sonoma County, 70 miles north of San Francisco. Wooded. Apply Two Bells.

Bon Voyage

Dedicated to CARL HANSON

By IRMA HANSON SNIDER

To my dear father on the day of his last sailing, I write these lines.

My father's life has flown they say;
To me I know he's just away.
His ship, the form I loved so dear,
Has sailed his precious cargo, life,
Away from home ports near.

His ship has sailed bright seas and blue.
Has fought the tide and foam,
And never now until this day
Has his ship not sailed home.

And now I know he's reached the shore
Of the land beyond the foam,
And there he'll live to welcome me
When my ship sails from home.

For we, like ships filled with life
Put out from port each day,
And sail our craft o'er chartered sea
To ports not far away.

And then at night we turn our ship
And sail toward home fires bright,
With ones we love to sit beside,
We gather round the light.

But when that last great voyage comes,
The one for which we planned,
We trim our sail and set our course
And turn the bow from land.

We drop a tear and clasp a hand
And wave a fond adieu,
We hold the wheel with a steady hand
And we bid goodbye to you.

For we know that all ships someday sail
Into the clear blue air
And will put their precious cargo, life
At the shore with the golden stair.

And when we meet on the distant shore
We'll see and understand
How our Lord has treasured our precious
load
When He stoops to take our hand.

He has let us guide our ships
Over ways of storm and strife
But when we sail the last long trip
He takes us Home—to life.

Appreciations

Letters of appreciation for kind thoughts and wishes, for visits during days of illness, and for deep sympathy and beautiful flowers upon the death of their loved ones have been received by the Company from Mrs. Lena I. Hanson, Charles L. Hanson, J. Leighton Hanson and Mrs. Irma H. Snider; Mrs. Anna C. Knowles; Mrs. Harriette L. Pilcher, Mrs. Frank Cleve, John D. Pilcher and Eugene V. Pilcher.



Division One

H. N. COLE

Motorman D. E. Fletcher had his hand over in his neighbor's yard, trying to adjust a fence, when the neighbor's dog, that no doubt had been well trained, grabbed two of his fingers, which he retrieved after they were badly lacerated. He was off duty for a week. It is reported that the dog, afterward contracted hydrophobia and died.

Having received his mail order set of teeth, Motorman L. W. Kern is now open to one or more invitations for dinner. He especially wishes to be remembered on Thanksgiving Day, as he has been subsisting on a diet of mush and more mush for these many days.

There are all kinds of alibis and excuses for delays but Motorman R. B. Burnett and Conductor R. W. Bowers have sprung a new one that seems to be in a class by itself. They were delayed by a speed boat at Third and Las Palmas, and in dry weather at that. They had to remove part of the deck before their car could proceed. The boat was on a trailer and the driver lost control of his machine, hitting a power pole and smashing the boat into smithereens.

After delaying for some time the calling up of the Lost Article Department, as she thought it would be useless, Miss Reedy Long finally did call up to inquire about a purse containing five dollars which she had lost. She was very much gratified to learn that Conductor A. V. Athenous had turned it in. A nice letter and a dollar reward was received by Mr. Athenous.

Motorman E. H. Mohler was very much peeved a short time ago when it became necessary to write an accident report. He had almost forgotten how, as it was the first one this year, and he says he will see to it that it is the last one this year.

At this time Conductor L. Rasmussen is in a serious condition at the California Hospital. He was on his way back East on his vacation, when he was taken suddenly ill. He was brought back and placed in the hospital where it is reported his condition isn't much improved.

Conductor A. E. Plaxton is back from the hospital where he spent a few days to have his tonsils removed. At this time he is feeling fine but quite weak.

Conductor B. T. Olson believes in vacations as he is away now enjoying his second one this summer. This time he is driving to South Dakota to visit relatives.

Motorman K. D. Murphy who has been taking a month off to recuperate, has taken thirty days more to recuperate some more. He is in Bakersfield at this time.

Conductor F. H. Neville is spending three weeks in Idaho, where he is visiting relatives.

Safety Operator J. H. McClintock is away for thirty days. He is visiting his sister in Iowa.

Conductor P. E. Holt took two weeks

off during the month. No report as to what disposition he made of it, but it was during the most exciting period of the baseball season, so we have an idea.

Motorman E. G. Smith is on a three weeks vacation and will visit the San Diego Fair during that time.

Motorman G. L. Stoddard felt the need of a little fresh air so he spent ten days in the mountains.

Motorman H. L. Lewis took two weeks off and enjoyed himself by spending it at home.

* * *

Marriage

Announcing the marriage of Conductor W. C. Jones and Miss Ella Sarka. The ceremony took place on September 15th. We offer our congratulations and wish the happy couple many years of happiness.

* * *

Conductor E. E. Feb has returned from an extended trip throughout the Middle West, having visited St. Louis, Denver, Salt Lake City, Galveston and Houston. He was accompanied by his wife and children and Conductor and Mrs. O'Neill. The two latter stopped over in Emporia, Kansas. A wonderful time was had by all.

Conductor F. E. Shuler is confined home nursing a slight illness.

Motorman Nate Robinson is not exactly sick but, due to his lack of pep or something, he has traded his run for a job flagging, temporarily of course.



Division Three

L. VOLNER

During September a party of about eighty, composed of Division Three men with their wives, children and friends, spent a very delightful week end at Camp Seeley. Every courtesy was extended by the Los Angeles Playground employes to help the party enjoy the trip to the fullest, and that they did was the statement of each member. Sweet's Orchestra went along, to help liven up the bunch, and furnished music for the dance. When Division Three men go out for a time they surely have it.

Having had quite a great deal of experience in selling Weekly Passes, Conductor Harry Beals told his wife he could sell a bunch of chances on an electric refrigerator which the ladies of their church are going to give away at a bazaar in the near future. Harry sold all his numbers to the boys in short time.

Conductor J. W. Allen, Motorman H. A. Sharp and some friends went on their annual deer hunt, up in the northern part of the state. A great time was enjoyed by the gang, and there are two less deer in that section.

For a few weeks Conductor Jack Angel and family will be visiting with relatives in West Texas and New Mexico.

Flagman E. C. Molster and wife have returned from a several weeks trip to points in the Northwest. Eddie says that the country was pretty but that he was certainly glad to get back to Los Angeles.

Conductors L. and N. E. Wankier, with

their wives, visited relatives at Levan, Utah for two weeks during the past month.

Conductor W. S. Rice and family have returned from a visit to their old home place in Philadelphia, Pennsylvania. Mr. Rice, like all others who have visited various places this summer, is of the opinion that California is best after all.

Some busy man is Flagman John Brannick at the Union Pacific crossing on San Fernando Road—so says an illustrated card in his office—that he can't take time to eat when duty calls. Flagging the street cars and seeing the women and children cross the street in safety keeps Mr. Brannick rather busy.



Dickey J. Hoxie.
Dickey now has a baby brother.
Motorman A. J. Hoxie of Division Three is the proud daddy.

Along about 4:00 a. m. the boys going to the car house to begin their daily chores will have their coats buttoned with collars pulled up to their ears, and Harry Beals and some of the old men with sweaters and overcoats on, but not so with Operator San Marco, for each morning he is in shirt sleeves and underneath that shirt he does not wear a sweater or even heavy underwear as some say. Sammy says he is going that way until it rains, and if it shouldn't rain all winter, he will just save his coat.

During the past month Motorman A. Haak spent two weeks just resting at home.

Division Three has some busy motorman in the person of W. H. Hollenbeck—between his duties as motorman and President of the Transit Employees Association he surely has his hands full.

Conductor C. Voss and family are spending two weeks visiting friends and relatives in New Mexico.

Switchman A. T. Holland says he is figuring on becoming a wood inspector. According to his story you have got to know your stuff.

Conductor W. W. Richardson submits three simple questions which he would like to know if the street car men could answer. A few months ago a group of college professors at their summer school were given the same. Answer all three correctly and you are considered dumb: No. 1—What is a billygoat after it is nine years old? No. 2—What kind of an umbrella does King George carry on a rainy day? No. 3—After a man has killed and eaten his mother and father, what is he? See what you can do—the answers will be in this column next issue.

After being off the cars for some time flagging, Motorman Jack Critchett is back on the job again. "Get a deck" will be heard in that sonorous voice once more.

On Saturday, October 26th, Switchman A. Walker, and Harry Beals, accom-

panied by their wives, went to the Fair at San Diego to try out Mr. Walker's new car, a brand new Chevrolet.

Conductor C. E. Dunlop and wife have returned from their regular visit to Gilman Hot Springs. Mr. Dunlop says that is the only place for a man who is run down and in need of pep.

For the next thirty days Conductor O. L. Bessire will be visiting with relatives in Iowa.

After a very pleasant visit with relatives in Missouri, Motorman J. W. Reynolds is back on the job. J. W. insists there is no place like California.

Motorman R. W. Judkins and wife are visiting relatives in Chicago for the next thirty days.

Charles Munger, a former conductor of the Los Angeles Railway, but now connected with the State Horticultural Commission as an Inspector, accompanied by his wife and son, spent the week end of October 19th as the guests of Mr. and Mrs. Ferguson at their home in Eagle Rock.

Messrs. Munger and Ferguson were boys together back in the Ozark Mountains, and on a visit like this, naturally the conversation is of the good old times back in those hills. Had some of those people who visit that section, looking for the perfect man come in those days, these boys could have entertained them. A picnic was held in Sycamore Grove where Mr. Munger got to meet a few of

his old time friends, and the remainder of his time was spent in seeing some of the beautiful places of Southern California.

Conductor L. E. Vickrey, accompanied by his family, spent two weeks in visiting various places in the northern part of the state.

Conductor E. D. Walters is back on the job, feeling fine after a visit to several places near Bakersfield, California.

Motorman R. H. Liles and Conductor C. W. Burns returned from the beach on Sunday, October 13th, with their cars tied together. Motorman Liles wishes it understood that he was pulling Conductor Burns—not being pushed, as was erroneously reported.



Three year old daughter of Conductor W. H. Hamilton of Division Three.

was working a run on Line "P." He was rushed to the General Hospital where an immediate operation was performed. He returned to duty two weeks later.

Motorman C. Butler was also stricken with an abdominal ailment in the trainmen's room in the evening of October 7th. He was rushed to the Receiving Hospital and relieved. Butler had been under the doctor's care for several days previous to the incident.

Ed Hahn, formerly a Birney operator at this Division, and guitarist in the Los Angeles Railway Hawaiian Quartet, an organization that gained city-wide popularity for its radio broadcasts a few years ago, came down from his Montana home three weeks ago and paid us a visit. Ed appeared to be in excellent health and said he would like to get back in the street car business but Mrs. Ed wouldn't stand for it.

Motorman H. N. Caress, we have just learned, is a nephew of Zeke Caress, the sportsman who was kidnapped and held several weeks for ransom.

When Motorman T. H. Peterson pulled his Line "A" tripper into Division Three one morning recently, he found that he had used forty-nine kilowatts and the conductor had collected forty-nine cents cash and forty-nine tokens.

Operator T. Moore had his tonsils removed at the California Hospital three weeks ago.

A general choice of runs was held October 26th and 27th. The new runs took effect November 3rd.

Conductor L. H. Boyle was granted thirty days leave October 10th to go deer hunting in Arizona.

Motorman H. F. Ludwig left for Kansas City on October 10th to visit relatives. He was granted fifty-four days leave.

Motorman J. D. Ledford spent a seven-day leave starting October 11th in a trip to Grant's Pass, Oregon.

Motorman H. T. Deane was granted twenty-two days leave on October 13th to visit his parents. The location did not appear in his application for the leave.

Motorman E. T. Ellegood was granted fifty days leave October 27th to visit Mrs. Ellegood whose health requires her to live in the northern part of California.

Conductor Charles Reddick had been confined in the California Hospital over three weeks when Two Bells went to press. According to reports, Reddick is suffering with an injury sustained when he struck his head against a cupboard door at his home October 1st. The accident appears to have aggravated a previous injury received when he was struck down by an auto while working traffic. Our sincere wishes are for his rapid recovery.

The Transit Employees meeting on November 1st at this Division proved very interesting and the attendance was very satisfactory.

Conductor John Wright was granted thirty days leave October 29th to visit a brother in Texas whom he has not seen in thirty-two years. The reunion was probably an interesting event as the brother did not know John was coming.



Division Four

C. J. KNITTLE

November and Thanksgiving. More than three centuries have passed since the New England colonists first consecrated Thanksgiving. Year after year since that memorable time, on Thanksgiving Day our nation's people count their blessings and in their own way, collectively and individually, give thanks.

What have we to be especially thankful for this year? Each one of you, no doubt, have personal reasons.

As a nation, I would say we should be thankful that the destiny of our country is guided in these days by a leader who will not let his Government become involved in foreign troubles, a President who realizes that war brings millions to a few, but peace, continuous peace, will eventually bring prosperity to all.

As a state and a community we might be especially thankful for an abundant harvest and clear, sunny days, for less depression and more happy families.

As a fraternity of street railway employees we should be very thankful for many things. Those of us who have been in this service for the past six years have observed many of the heart-rending conditions that unemployment brings but how many of us have actually suffered? How many of us have actually felt the sting of this depression? Should we be thankful?

Let us look back to the turbulent conditions under which we labored one year ago, November, 1934. Then let us return

to the present and contemplate our resources. Naturally, the first essential of a happy existence is a steady job under pleasant working conditions. Our standard of living and the degree of happiness in our homes is based, to a great extent, on that one thing, income. With it, we may gradually become home-owners and our desires for suitable furnishings and an auto and nice clothes may be realized.

Let us forget our petty grievances as we approach the day of Thanksgiving. After all, should we not give thanks every day for what we have? Surely it must be gratifying to all of us to have steady employment—to be self-supporting.

May your Thanksgiving Day be a joyous one.

* * *

A news note to old timers: W. B. Downing is dead. But only the older old-timers will remember Mr. Downing. He entered the platform service in 1894, served at Division One as conductor and resigned in 1904. Downing spent the following eleven years in Canada. In 1915 he moved to San Diego and died there last month, October 5th, leaving a wife and one son. Heart failure was the cause. Downing was seventy-nine years old.

Motorman S. H. Brody and his Chevy sedan were involved in a spectacular collision with another auto at Sixth and Figueroa, early in the A. M. of October 2nd. Conductor Roy Chase was a passenger in Brody's machine. Roy spent the following four days on the sick list suffering with shock and bruises. Brody lost one day. The Chevy turned completely over in the crash.

Motorman K. E. Weaver was stricken with appendicitis one day recently. He



Division Five

FRED MASON

Conductor C. H. Barrett makes the headlines this week. He had just gotten in after pulling a tripper and was in a hurry to go some place, but when he went out to the parking lot he couldn't find his car. He enlisted the aid of two or three of the boys and after looking over every car in the lot, his wasn't among them. He was just going to hit the phone and report his car stolen to the police, when one of the boys called his attention to a car standing outside Lenhart's Cafe, just across the street. Sure enough, and there was Mr. Barrett's machine. He had forgotten that he had left it there when he stopped for his hot cakes and coffee. We had to excuse his little oversight as we found out that he was getting married the following day.

Believe it or not, Motorman "Tex" Bourland is not from Texas. He's a Mississippiian.

Well, we have Motorman Ernest Rhodes back in our midst again after a wonderful vacation in England.

Motorman J. W. Ray took a couple of weeks off and skipped off for Chicago.

Conductor A. G. H. "Chick" Trager has been off for three weeks, visiting the old folks in Modesto, California.

After ten days at Gilman Hot Springs Conductor G. E. Lowe feels all pepped up and 'raring to go.

We just can't keep Conductor John Decker out of the Missouri Hills. He's back there again and will not be back until December 18th.



Here's a cute little miss. She is Charlene Rae Hildebrand, daughter of Motorman R. V. Hildebrand, of Division Five, and this snap was taken when she was eighteen months old.

We are all sure glad to see Conductor H. A. Shewmaker getting around as well as he is. Here's hoping it won't be long before he'll be able to skip around as of yore.

Yes folks, that's right. Motorman Johnnie Coward and Conductor Homer Raines are driving nice, brand new Packards now.

Those of you who failed to attend the Los Angeles Railway Veterans' Club Hallowe'en Dance missed out on a honey. Well, there will be another one. Remember the date, one year from now.

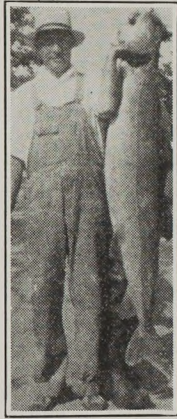
Motorman Bill Kenney finally got to make his trip to the San Diego Fair,

and he didn't miss a thing. He walked around all day and 'way into the night. The next day found him all stiff around the joints and on the sick list. Yes, he had a great time.

We see by the last Two Bells that Motorman "Mat" Mathias, who is now working out of Division Four, is organizing an Inter-Divisional Checker Tournament. How about it, Mike Phelps? Get your boys together. There's "Miss" Bourland, McClurg and M. L. Davis. Yes, and Bill Lane, too.

Conductor "Chick" Trager's little baby girl is getting to be quite a wopper, so he tells me. He said she's gained fourteen pounds since I went away.

Motorman C. J. Hart has resigned and is now taking care of one of his father's ranches in Oklahoma. The best of luck to you, Cleo.



Here's a big one that didn't get away. It's a seventy-eight pound Sturgeon and was caught in Lake Erie, Ontario, Canada, by Motorman O. Short, of Division Five. Don't think for one minute that Mr. Short is doing a strong-arm act, and holding this big baby without any help.

If you will look close enough you will see the part of a leg of a man in the rear giving a helping hand.



ELECTRICAL



WALTER WHITESIDE

LINE

Another year has passed and Heinie Messner has returned from his annual trip quoting the same results: "Never had a shot, didn't even see a deer." Seems that Heinie never has any luck, but maybe he doesn't go "deer" places.

The medal for long trips in one day goes to Leonard Brown. Recently Leonard left home at 3:00 A. M. and arrived home again at midnight. In the mean time he visited Las Vegas and Boulder Dam. This sure is some trip for one day, consisting of approximately 800 miles. Leonard says this is the only way to visit the Dam—this idea of making it a week-end trip is only for softies.

Miss Lander of the Office has a habit of buying chances in the football pools, then after pondering over her number for awhile usually decides to sell the number. She has only lost winning the pool two or three times this way. Why not try keeping the original!

After listening to Heinie Messner for about three weeks on what not to do if

you expect to bag a deer, Sam Underhill left on a trip to Utah. Sam's trip landed him at St. George, and St. George probably being a relative of Sam's was sure good to him as you should have seen the smile on Sam's face when he returned. He had a 6-point 237 pound deer. One should be proud of such a feat. So far, haven't been invited to a venison dinner.

Rumors are that Dick McDevitt received another photograph of a lady friend of his, but he refuses to display it on his desk with the "Follies of 1935."

SUBSTATIONS

During the past month Howard Jones had to be off work for a couple of weeks due to an operation. Howard had a growth on his neck gland, which had to be removed. At the present time Howard is back on the job.

Phil Klingelsmith has such a wonderful memory that he has decided to start a memory school. He promised Nels Lane of the Electrical Construction Department some stamps about five years ago, and although Nels reminds him about it every few days, Phil just can't remember to bring the stamps.

The expert marksmen of the Department, Bob Bass and Russell MacMillan, are rushing George Willson to become one of them. Don't think Bob and Russell will have to talk very hard to persuade George to join them.

ELECTRICAL CONSTRUCTION AND BONDING

The Mayor of Sunland, Dick Payne, and Citizen Harley France report that their places of abode came out O. K. during the recent wind storm and fire.

Ralph Wright during the past few weeks has been in bed with a terrible cold, it turning into pneumonia. Ralph has had plenty of tough luck lately but we hope that when he completely recovers, his luck will turn for the better.

Pete Goodas of the Bonding crew suffered painful burns when a bucket of hot tar slipped and spilled on his hand and wrist.

Have you seen the new red coats lately? They are the Bond Testers, Dave Huntington and Carl Brown. Traffic got too tough for the boys to buck without some kind of a protector, hence the red coats to attract attention. Haven't heard if Kelly Holmes of the W. and S. Department has tried to claim these boys as his men yet.



Shops

F. ARLEIGH FRAZIER

John Neville went hunting and brought home the rabbit and from the looks of his shoulder he missed about one hundred.

A. H. Lohr returned from Old Mexico. He reports a nice time and that they had no trouble with revolutionists, but the Immigration Officers wanted him to pay duty on his wife. But when they saw five children in the car they decided he had duties enough and let him come on home.

W. J. Jones and Herman Furrer re-

turned to work after undergoing light operations.

Paul Abbey is now helping the horse doctor sell his liniment on pay days. It happened that Paul dropped his crow bar on his toe and mashed it. This doctor rubbed some of the medicine on his toe and Paul went back to work minus his limp.

Catalina sent John Cook home from a pleasant vacation.

The boys of Department 6 are not as smart as they thought they were. News to them—Harry Smith has been driving a Reo self-shifter for some time and he says it almost drives itself.

Ralph Sloan took a trip to San Francisco to be one of the first passengers to ride on the Bay City's new trackless trolleys. He took in the sights from the many bridges. We heard of no news of marriage so far.

Fred Andrus is getting to be a gay dog full of pep and vigor on football, having traveled to Berkeley to see the Bears and Trojans tangle.

Chas. Shelford and wife took a vacation trip to Panama and the tale goes that she got interested in a native and wouldn't come home, or he took up with a pretty hula-hula dancer and ditched

his wife. Anyway he came home without her.

A. C. Sprenger and H. E. Simson returned to work after a period of illness.

R. P. "Bob" Adams is off sick on account of a light stroke.

Mark Langois' home in Sunland was badly damaged during the high winds recently which blew a large shade tree over, crashing in the roof.

R. B. Smith was called to Oakland recently to attend the funeral of his sister.

Roy Blaize has gone in for lighter chewing. He was seen to purchase a package of chewing gum instead of the usual plug of tobacco. We will have more polished finger nails in the Truck Shop soon.

Ray Schollen checked in one morning, rushed down to the corner and mailed his time card. That night he tried to turn in a letter instead of his card.

W. W. Huskey says no more transportation for ladies over 250 pounds! He has purchased a new Willys 77. There must be some heavy weights in Hawthorne that he has gotten tired of taking here and there.

the next morning.

Somebody wants to know who the "Hollywood Huzzy" is. If anybody can inform us we wish they would write out the information and drop it in the Two Bells box.

We hear that J. Flannery and his friend Hensley have started an advertising campaign.

D. Artignac Wood went into a faint on a street car after a fast run of six blocks. Of course D. Artignac did not have the right uniform on, and again he is not in the shape he used to be.

"Tex" Harlan gets complete relaxation from coach driving by running about in an Austin.

Operator Halwax invited some of the boys to a ride home in his Ford one day last month. When he tried to get in the

car he found that it was locked and he did not have the keys. His friend Tagney had taken the car to the Division for him and after secreting the keys inside of the machine had slammed the door which automatically locked. There was considerable entertainment for a lucky bystander until one of the windows of the car was finally lowered and the door opened.

We have not heard anything about the wrestling matches lately.

* * *

Married

L. P. Leonard of the Coach Division and Miss Florence Parr were married on October 12th. We wish the couple all the possible blessings of a married life.

* * *

Harvey Evans celebrated his eighth year in the Coach Division on October 15th last. He started driving coaches in October, 1927. Harvey was at one time sergeant of the Marines, stationed for a number of years in China. He is to be commended for his care and efficiency in operating motor coaches.

G. Francis Goehler wants to change his name to Fernando Felix Goehler (accent on the last syllable). Francis drove to Mexico City on a three weeks vacation. Some people say that he is letting his beard grow and intends to join the revolution. He took his wife along for protection.

J. M. Kelly is driving a new Ford.

C. H. Lawson has the same idea of rapid and flexible transportation.

Somebody put a drop curtain in the office of our friend A. Brehm and ruined Al's outlook on nature in the raw. If you don't know what this means, ask Al.

J. Choner is popular on the Soto Street Line. He has been getting some lovely pictures.

GARAGE

E. Graham and D. Fairbanks have returned from their deer hunting trip which still remains as it started, strictly a hunt.

Doyle Rishel's bowling average is getting so high it is giving him a headache.

Speaking of bowling, if the general average of the LARY team keeps going up like it is, the other teams will have to be spotted so many points that they will have high score before the game starts. You ought to see these boys play!

The "spirits" are keeping G. Oliver from getting too much "wood." George lost two bits by two points on a five hundred point bet.

We have another gate watchman who has to step lightly these days, for he too, like Billy Welch, is under the spell of the rattlesnake. We can say no more about this so you will have to ask questions of the right people in order to get the details.

Bill Wilson had not played golf for about six months but he went out on the green and beat R. W. Turner in a nice game. That is all we heard about this.

Umpire Claudino lost the last game of the series for the LARY nine.

"Luck" Rorrer is back from Altoona, Penn., where he spent most of his time on a thirty day leave. He visited the old battlefield of Gettysburg and took many side trips in the vicinity of the



16th Street Coach

TOM CASEY

Have you seen the Irish Express on Wilshire Boulevard? It is operated by Jake Hemstead and Sem Singer. It would probably be more easily distinguished if it had three balls hanging from the radiator and maybe a few second-hand clocks and "good as new" suits.

"Liverfoot" Barstow drove B. D. Smith's car back to the Division where he made a run around left end, lost ten yards, one fender and one wheel.

Operator Fisher says that the "Green" is going to do something or other to the "Yellow" in the basketball match. If they do what he really said they were intending to, it will be terrible.

"Lever Lip" Besenti was so named by L. M. Kelly. You will have to ask him the reason, as this is all that we were able to get about the thing.

R. H. Jackson is very much interested in the game of Ping Pong. One Saturday he was watching J. D. Burns, an extra man, play the game, and was so lost that he forgot to pull his run. The tragedy of the thing is that Burns got his run.

When a wife has to wait up all night for her husband it's bad. And when a husband has to wait all night and wonder what has happened to his wife, that is terrible. But when both husband and wife sit up and wait for each other that's a lot more than bad or terrible. The latter is just what happened in the family of A. W. Powell. It seems that they got mixed up regarding their place of meeting. She waited for him to finish his run at Whittier and Simmons and he waited for her at the Division. They finally got together at about ten o'clock



Minda Mae Evans and her pal. Minda in the daughter of Harvey Evans of the 16th Street Coach Division.

old home town.

W. Nolf spent several days at Gilman Hot Springs for his health's sake.

R. Hester bought a car that was too long for his garage.

Mechanic McNally is off the shoe market now since J. O. Doerr left.

Ray Sudano does not like the sound of anything that makes a noise like a drum. See the Machine Shop about the rest of this.

Dean Ovard's sympathy is entirely with the Ethiopians.

"Poop Deck" Hardy is not only a connoisseur of art but also an artist.

E. Graham is now learning all about distributors.

"Fashion Plate" Weberg lost his "hoodwar" among the parked cars, the windshields of which had produced a convenient reflection. We hope the cars will be so desirably parked soon again.

The romance of our good friend Morey, of the Store Room, has become quite cool after a recent tumble from a canoe into frosty water. Romance on horse back was not so good either—it is so hard to stay on a horse.

"Red" Crawford made a discovery.

Earl Peteway "got well" with the world series after a sickness caused by the Joe Louis-Max Baer fight. By the way, "Pete" wants the rabbit hunters to know that the doctor has ordered him to eat nothing but "cottontails" this year—no jack rabbits.

We miss J. Keller about the Garage. He is off on sick leave. We hope that he will be well soon and back with us.

Frank Hitchiner has a new '36 Dodge coach.

Harry Nordmark, "The Touch Down King," has a new Oldsmobile.

N. Winston, Jr., bought himself a new Plymouth coupe. It is equipped with a radio and we believe that Earl Peteway bought the latter for him.

R. Kirkwood is still trying to rebuild a Studebaker.

Mr. Brittain thinks that Jack Savage is a very good mechanic, but it is really too much to ask the best of mechanics—that your car run without gas.

Bill Wilson is still in the saddle of the Trojan war horse, but he has been thrown so many times that we think he is about to stay off.

W. Dewhurst is spending his spare time with the walnuts again.

"Buzz" Pjerrou is the new electrician on the Second Shift. By the way, it is hard to get any news out of that Second Shift. They won't talk.

Ray Anderson spent one week of his vacation at the San Diego Fair, and visiting relatives in Bakersfield.

Bill Decker traded the Chevy in on a new Oldsmobile sedan.

F. E. Delight and W. Williams are the new men on the "floor." D. Veil is the new man in the Coach Cleaning Department.

Transportation Class are coming in very slow. Please remember that this class is open to the Wilshire men and the Coach Division men as well as the men at Virgil. It is essential that we have a good sized group because the preparation for the lectures requires a great deal of time and unless the class is well attended the effort on the part of Mr. Patton and Mr. Canning is wasted. This class will clear your minds as to why things are done as they are and not as you think they should be done.

MECHANICAL DEPARTMENT

Howard Davis lost his cabin in the Malibu fire. The cabin had just been re-finished with handmade furniture as well as new woodwork in the interior. It was protected to some extent with insurance but even then the loss will be great.

Otto Draffke is a very much worried man. It seems that he will not be able to sell his old car because the dog has grown so large that he cannot get him in his little Willys. Too bad, Otto.

The mechanics at Virgil have deserted the pool room at noon and are now playing hand ball. They say that Hank Thompson is still a little clumsy but will learn some day. George Olinger was at one time the city champion but his chest has slipped so much that he has a great deal of trouble with the game now.

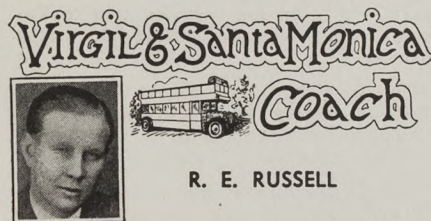
Vollmer will not play with the boys. He spends his noon hour with his radio.

B. J. Wallen expects to buy some fishing tackle. The boys are wondering just when this event will take place. They want to borrow it sometime.

Johnney Tretow is waiting for the weather to cool off so he can go duck hunting. We will be waiting for the duck dinner. You bring the ducks.

Hank Thompson had his deer head mounted and he is now looking for a place to hang it. Has anyone any suggestions?

All the boys in the Shop are wondering what Geo. Smith's next excuse for absence will be. How about it, George?



Virgil & Santa Monica
Coach

R. E. RUSSELL

Our General Manager, Mr. Van Vranken, is now traveling in the East. Mr. Van Vranken expects to meet Mrs. Van Vranken in West Virginia. They will spend a week there and then will go to Boston. The itinerary calls for a week in Boston, two days in New York and then back to Los Angeles. They will arrive home November 10th.

F. Van Vranken a Granddaddy

On October 9th, shortly before Mr. Van Vranken's departure, his daughter, Mrs. Hughes, became the proud mother of a boy. The boy was named Alan Van Hughes. Both the mother and the baby are doing very well.

Operator Red Stanford took his Scout Troop to the San Diego Fair on Boy Scout Day. What a time! From all that Red says they saw the Fair from one end to the other.

Operator Porter has been having quite a time with the doctors during the past few weeks. It seems that part of Porter needed removing so Dr. Weber got busy. Porter is well on the road to recovery and is expected back soon.

Operators Getchel and Henderson went swimming at the Redondo plunge. Poor old Dan Getchel almost drowned in four feet of water. He thought that the

water was deeper and tried to swim out. Henderson said that it was some sight to see Dan try to swim.

Operator R. A. Brown has some beautiful police pups for sale. Anyone wanting a real watch dog should see these pups.

Supervisors Troutwine and Canning are two very busy men. It is rumored that they are working on some new schedules.

The subscriptions for the Community Chest are coming in very well. We expect to have a real showing by the end of the drive.

Operator Andy Bailey and his wife have a Mexican Pottery Shop on Vermont just north of Santa Monica. The Motor Coach men get a ten per cent discount on any purchases. Drop in and look around.

The Rifle and Pistol team, in conjunction with the Baseball team, is giving a party at the Pacific Electric Club. The party promises to be a great success. The committeemen are just hitting the high spots to assure the success. In the next issue we will have the results of the party which we know will be very gratifying.

The new badge numbers and badges look fine. The only trouble seems to be it is hard for some of the boys to remember their new numbers. The new badges are of a non-tarnishing metal and will shine all the time. Whoever is responsible for these new badges and numbers deserves a vote of thanks. We wish at this time to express our thanks.

Operator W. H. Robinson was called back home due to serious illness in the family.

The applications for the Highway



Mechanical Divisions

F. F. ROBEY

DIVISION ONE

Alec Reid has completed the finishing touches to his new home and is about ready to move in. When is the house warming?

Ray Hayes is back with us again. We are glad to see you, Ray. We thought the South Park Paint Shop was going to keep you forever.

Married

Clyde McNeil and Miss Iva Mae Roberts were married a few weeks ago. They were presented with an electric mixer by the boys from Division One. Congratulations, and thanks for the cigars.

We hear Mr. Bond and son went rabbit hunting, but so far most of the rabbits are still enjoying perfect health.

Al Wutherick and Jim Griffith have

both been busy repairing and painting their homes.

* * *

Rumor

It is rumored that Tommy Lock will be married soon. We had certainly better check up on this.

* * *

Jim Bradley had the misfortune of having his garage and a small shed burn down, on account of a fire which started in the rear of his property. Jimmy managed to save his dogs and car.

DIVISION TWO

Mrs. Willie H. Turner has been transferred from Department Two and made regular cleaner at Division Five.

Mrs. Lillie Hart has been made the regular extra cleaner, replacing Mrs. Turner.

W. J. Jones is back on the job and says he feels fine, after his operation and is thankful to be himself again.

Arthur Singer, an old time Division Two mechanic and ex-trainman, paid the boys a visit the other day and was greatly surprised at the many changes.

DIVISION THREE

W. H. Travers has been transferred to Division Four Nights, as car repairer. Good luck, Harvey.

L. M. Standley and W. Brown are the new cleaners. Glad to have you, boys.

George Treneer is at last able to enter his home, after it has been remodeled.

F. Rappe, Car Cleaner Foreman, took a two weeks vacation and spent it seeing Los Angeles and suburbs.

A. Pabst spends a lot of time down in the south end of town lately. We are wondering why?

Are the boys pepped up over the wash track being remodeled? Just ask one of them.

George Atkins is all smiles lately, his wife having returned home after three months in England.

We know real mechanics like and keep good tools—but E. Muse, Foreman Division Three, has a new one called an Injection wrench, which he keeps locked up in the office.

Ask "Doc" Robey if the equipment failure he had with "Billy" Brown's car should be charged to Division Two or the Garage.

DIVISION FOUR

What an exciting, hilarious evening Wednesday, October 17th, turned out to be. The cause of all the merriment was the softball game between Sandy Click (Hose Sanderson) and his Clackers, and Slick Top (S. T. Brown) and his Billiard Balls. These two teams, consisting of twelve players on each side, no age or weight limit, played at the Manchester Playgrounds. There were home runs, singles, doubles, triples and laughs galore. The Clackers, those unbeatable Clackers, came out in the thirteenth inning for a seemingly endless rally, placing them in the lead, which increased during the fourteenth, fifteenth and sixteenth innings to defeat the disheartened Billiard Balls by the overwhelming score of 47 to 32. The Clackers will remember this date because of their triumph, and the Billiard Balls because the Clackers

won't let them forget. Seriously speaking, however this was a most pleasant evening and it afforded an opportunity for all participating in the game to glimpse the social side of their fellow colleagues.

J. Emerson has been entertaining his sister and family from Illinois for the past few days.

Rabbit hunters can now throw away their guns as Jack Bradley has a more effective way of bagging his game. Anyone desiring this valuable information may obtain it by contacting Jack.

B. Bremm and wife recently spent a week-end on the desert near Lancaster, rabbit hunting. Bernard, returning home rabbitless, was sorry he hadn't learned of Jack Bradley's new method.

Assistant Foreman R. J. McIntyre returned from his vacation October 21st, which he spent at home, resting.

Mrs. L. Battle has returned from her vacation. Mrs. Battle also spent her time at home, resting.

Joe Campbell extended an invitation to Charles Furrer and Roy Scudder to see his new electric refrigerator. The fellows were very much impressed with the box, but said Joe didn't have anything in it.

Much to the pleasure of all the employees, Division Four is having a hot water heater installed for the benefit of the cleaners, which also means the boys need not go home any more with dirty faces.

DIVISION FIVE

Alex Carmichael is in the hospital for an appendix operation.

Jimmie James has a most elaborate radio. Gets everything—ask him how he does it.

Walter Alport has discovered a very remarkable cylinder oil on the market. Only two ounces added to your crankcase makes a Chevy run uphill faster, downhill slower, does away with the carburetor, fuel pump and choke. By adding only three ounces, you can throw away the steering gear and spare tire. Ah come on, Al, tell us the name of it.

The "Duck 'Em" Swimming Club has had two very enjoyable meetings at the Redondo Plunge. About twenty-five were present each time. At the last meeting some new rules were made. First—Don't hold G. P. Macqualters under more than five minutes, as he takes on too much water. Second—No fair breathing under water, as that doesn't count.

Wheeler Ellis has joined the Chicken Growers Association and is expected to commence operating it at once. As near as we can find out, it is somewhere in Lennox. So keep your eyes open boys, or you will be getting some "unmasticable" hens or "putrescent" eggs.

A "certain party" happened to be over at Ascot Speedway the other day and noticed a great big shiny 1928 Graham Paige sedan whizzing around the track. Thinking that there was a stock car race on, he focused his glasses on the driver and discovered, to his utter amazement, that it was none other than old man Bennie Burgess. When interviewed by a newspaper reporter (Division Five Two Bells Scribe), Bennie flatly denied it. But when surrounded by a bunch of the fellows, he 'fessed up that

it was a secret; and his first car; he was learning to drive; and "don't tell Carl Gordon, or he will razz me every time I see him."

Don't ask Andy Duncan why he limps. It's too painful to tell you. "Birds can fly, so why can't I?", Andy was saying before he took his header off the top of a street car. After he was well on the way to the pit he began to sing, "Oh, if I had the wings of an angel", but he didn't have, so he landed in the pit upside down. Moral: Flying is all right, but be careful where you light.



H. I. SCHAUBERT

Morris Cass, who sustained a fractured vertebra from a fall in the pits at Division Four, has recovered and returned to work.

Harry Diebert spent a few days in bed as the result of an attack of influenza.

Dorsey Fullbright also spent a few days on sick list with a severe earache.

Clarence Zuber was another to take a few days off. He has been suffering from an attack of rheumatism.

The deer that Jack Glover claimed to have "shot" on his vacation trip to Yosemite was very poor eating. It was a snapshot.

The boys at Virgil Street have gone musical. Harry Diebert recently completed the installation of a pipe organ for their amusement.

Charlie McCallister had the misfortune to have his machine stolen the other morning while working at Eleventh and Broadway. However, his bad luck was nothing compared to that of the thief. In less than half an hour following the theft, he had wrecked Charlie's machine and in doing so suffered serious injuries, stolen another car in which to make a get-away and was placed under arrest by radio officers who had been called to investigate the accident.

Carle Hefington has become afflicted with the golf-bug and is taking instructions from Peter Bramlett.

Charlie Cox is quite versatile. He has worked as watchman, switch repairer and compressor operator. His current title reads, "Referee to Dog Fights in Vernon Yard". He states that wrestlers and dogs are just alike in their attitudes toward referees. He was severely kicked by a disgruntled contestant in a recent encounter.

Charlie Plume expects to soon regain the weight he lost during his wife's vacation trip in the East. He had a swell meal all planned out for her to cook on the day of her return. She did her part to sharpen his appetite by delaying her return for a day without notifying Charlie of the change in her plans. Was Charlie concerned!

E. J. Barey, trainman, has taken a sixty day leave to visit in the East.