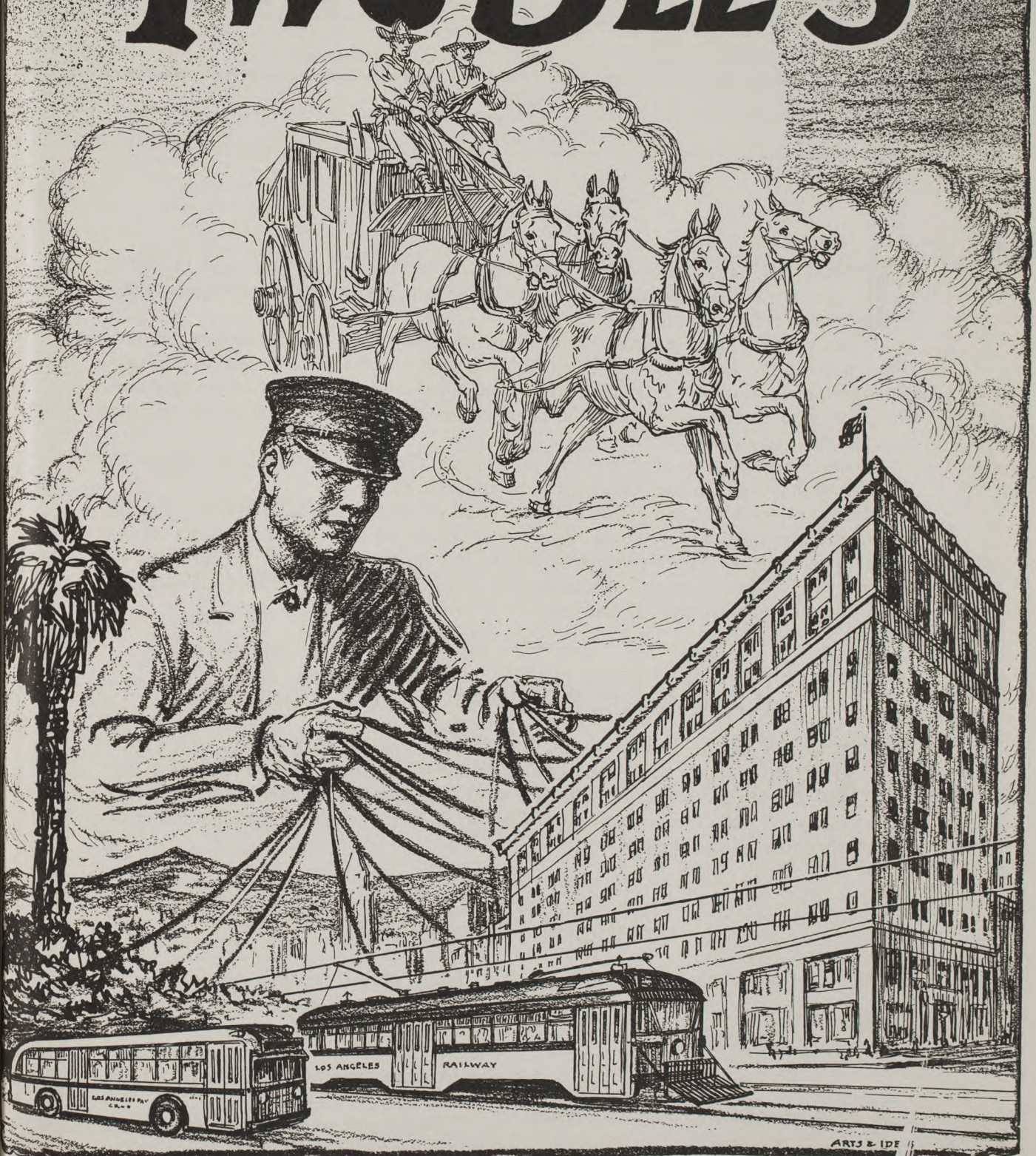
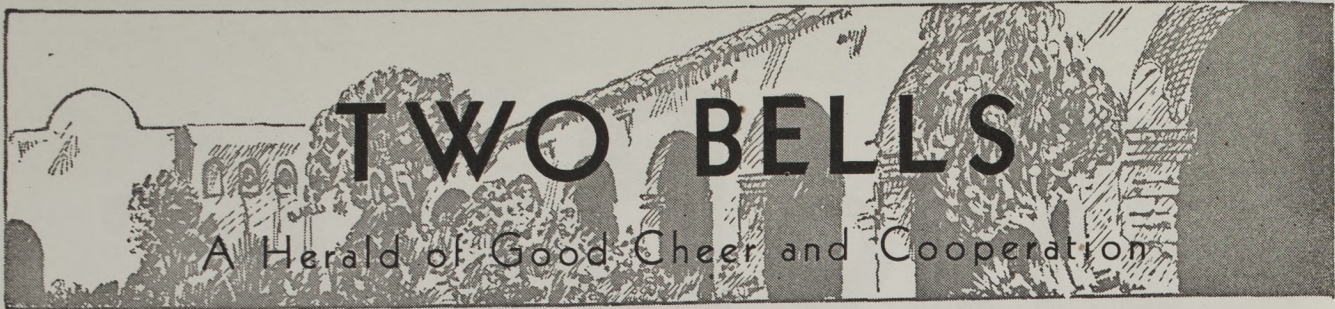


Two BELLS





Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

October, Nineteen Thirty-five

Number Ten

JANET C. McNEILL

Publicity Manager and Editor

Passing Up Fares

THE only source from which the Company can derive any money, is the fares put into the fare boxes by passengers. So passengers and more passengers mean our bread and butter.

When we pass up passengers, we pass up the opportunity to earn money for ourselves and for the Company and if enough Motormen and Operators pass up enough passengers, none of us will be getting any wages. Or if enough Conductors are ugly and discourteous to enough passengers, the chances are it won't be long that we will be drawing our pay checks, either.

Another way to drive away passengers is to give them a rough uncomfortable ride. Enough of that and our pay checks will be endangered.

We are all in business together—all interested in the tokens and cash fares that the passengers drop into the fare boxes. So do your best to fill those fare boxes with tokens and cash for part of it pays you and a part of it pays the rest of us. Be agreeable to your riders, give them a smooth ride and above all, NEVER PASS THEM UP—except under circumstances covered by the rules.

It's The Little Things That Count

“BEWARE of little expenses: a small leak will sink a great ship.” This statement made by Benjamin Franklin years ago may well be applied to our small accidents. Though they seem insignificant, it doesn't take many of them to cause a considerable expenditure. Beware of little accidents; a great number of them will wreck a big company.

Platform Philosophy

Always look on the bright side of things, but if you are buying them, it's well to look on both sides.

A good personal appearance is better than a letter of recommendation.

Many people expect a fancy price for doing their plain duty.

He who would receive cooperation must give it; cooperation was born a twin.

Those trying to ride through life on a bluff eventually walk.

An Appeal For The Less Fortunate

Fellow Employees:

The Community Chest drive for funds to carry on its work for the coming year started on October 1. Mr. R. O. Crowe, Vice President of the Company, will act as Company Chairman as he did last year, with Assistant Chairmen at the various Departments and Divisions of the Company.

It seems not to be generally understood that the work done by the Chest and financed by voluntary contributions, is a line of relief and rehabilitation work which is not and cannot be handled by governmental agencies.

Federal money goes only to the able-bodied unemployed for bare necessities and meets only the overload of unemployment relief. It does not provide for the children, the aged or the sick and this great need must be met through voluntary contributions from those more fortunate. The Community Chest acts as the channel through which such contributions may be given to responsible agencies.

More than 70% of the Chest funds are devoted to work with children who are orphaned, sick or crippled. These children will be our citizens of the future who will govern this country and it is our duty and privilege to help them to normal and healthy lives. The remaining funds go for care of adults whose needs are not provided for by any governmental agency.

This good work must go on though it may require much self-denial on the part of individuals who contribute. I know that each member of this organization will give what he or she is able so that those of our fellow beings whose needs are so urgent may receive proper care.

Pledge slips may be obtained from any of the Assistant Chairmen or members of their Committees listed in this issue of Two Bells.

S. M. Haskins

President

Company Chest Organization

The Los Angeles Railway organization of the Community Chest for 1935-36 is as follows:

Member General Committee, S. M. Haskins; Company Chairman, R. O. Crowe.

Assistant Chairmen and Committees

E. R. Dye, Operating Department. Committee: E. C. Williams, Division One; G. E. Ferguson, Division Three; L. L. Wimberly, Division Four; T. Y. Dickey, Division Five; W. H. Snyder, Supervisors, Flagmen, Watchmen; D. Healy, Instruction, Employment.

F. Van Vranken, Motor Coach Division. Committee: F. C. Patton, C. O. Morse.

H. E. Jordan, Equipment Maintenance Department. Committee: Walter Brown, Shops; J. L. Clarke, Shops, Electrical Department; W. T. Brown, Mechanical Divisions; C. B. Lindsey, Garage; J. E. Steenrod, Offices.

B. H. Eaton, Way and Structures Department. Committee: H. I. Schaubert, W. M. Morgan.

L. J. Turley, Electrical Division.

Committee: L. B. Yeager, Line Department; O. H. Payne, Electrical Construction Department; F. Warrington, Power Department.

R. A. Pierson, General Offices. Committee: E. J. Wilson, Auditing Department, Ninth Floor; George M. Link, Drafting Department, General Office; Wm. B. Mott, Seventh Floor; Miss Helen Hughes, Claim Department; Mrs. Alice McKinley, Personnel Department; T. G. Duvall, Treasury Department; Ben Schupp, Purchasing and Stores Departments; J. I. Finn, Miscellaneous.

Good Work, Boys!

An enormous number of people were handled on the street cars the day President and Mrs. Roosevelt were visitors in the city. Not an accident occurred to mar the day.

Supervisors, trainmen and coach operators deserve a great deal of credit for the efficient way the passengers were cared for on that day.

Safety Cautions

By JOHN COLLINS
Supervisor of Safety

The past month we have had several accidents caused by the inattention of the motormen. No amount of instructions, signs nor signals will help the man who won't look where he is going. If a man lets his attention wander occasionally, presently it will wander all the time. Such a man can not be trusted with the lives of other people—the front end of a car is no place for him.

We have had several Boarding Moving Car accidents because the motormen started the cars before people, who were making a reasonable effort, had a chance to board, thus inviting the accident.

The man who feeds his controller as he has been instructed is not likely to be involved in either a Boarding Moving Car or a Falling in Car accident. This, however, increases the possibilities for the man who does not follow these instructions because the passengers anticipate the regular start.

We are still having collisions with automobiles that were on the track a sufficient time for the motorman to bring his car under control. These are full responsibility accidents, and must be cut down.

Most of the new men leave themselves wide open for most anything to happen at cross streets because they do not ring the gong, as a warning, when the car is about stopping distance away.

Treat all pedestrians as you would treat children in the street. Take no chances with them.

There are certain kinds of accidents which only occur when a man fails to follow the instructions he has received in correct operation. When you follow these instructions no one can get you into trouble, and if you do not follow them you can not keep out of trouble.

During a rain remember to operate so you can stop within the range of your vision. Keep the front window clear, and increase your road space.

October 31st is Halloween. Exercise the highest degree of care, especially in approaching curves, track crossings, and on down grades.

We still have people with us whose idea of fun is to see people killed or injured and they will soap the rails, or place obstructions on the tracks in order to create the condition most likely to bring about the desired effect.

Politeness is like an air cushion. There may be nothing in it, but it eases the jolts wonderfully.

The Judges Tells It To Us

Meetings were held on September 25th and 26th at Virgil and Santa Monica Coach Division for coach operators. Judges A. A. Scott and Leroy Dawson, both of the municipal traffic courts, Capt. James Gunn of the Board of Public Utilities and J. Stuart Neary of our legal department were the speakers. Manager Van Vranken presided.

All of the speakers drew attention to the increasing number of people who were being killed or maimed in the streets of Los Angeles. "There have been 359 people killed in this city by automotive vehicles since January 1st this year," said Judge Dawson, "and something must be done about it."

Both judges stated that there had recently been a tightening up of discipline on traffic violators. Running through signals or boulevard stop signs now means a fee of ten dollars. Also drivers' licenses are being taken away as a penalty for reckless driving. The bus operator's driving license means his job; if he loses it because of an accident which is his fault, he loses his job.

Citations for traffic violations are given regardless of who the violator happens to be. "Americans", said one of the judges, "seem to think that a person is not guilty unless he intended to violate the law."

Passengers object when a bus is delayed for an officer to give the driver a citation for traffic violations, so now one officer will ride with the bus driver and sign him up, while the other officer follows in an auto. Citations will now be served on the bus driver himself, instead of being sent to the management of the company, as formerly.

Carefully watching signals and boulevard stops will make the bus driver's job easier. Operators should spread the news whenever they can of what traffic violators may expect when they come into the traffic courts of Judge Scott and Judge Dawson. That will help the safety program.

J. Stuart Neary reminded the men that the civil code of the state says that the operator of a public vehicle owes it to his passengers to exercise the highest degree of care and that the operator is personally responsible for injuries caused by his carelessness and can be sued. At coroner's inquests, the police homicide squad is present as is a representative of the District Attorney, and if the operator is held to be responsible for a death, he is held for manslaughter.

Capt. James Gunn of the Board of Public Utilities gave a straight from the shoulder talk to the boys from the

standpoint of enforcing rules and regulations of driving a public vehicle on the city streets. "The public", he said, "looks upon the bus driver in uniform in a different way than it does the driver of a private auto. The public realizes that a bus driver is a man who has been trained especially for driving a public vehicle and therefore has more confidence in him. He should deserve that confidence by getting a thorough knowledge of the traffic laws and respecting them."

Capt. Gunn expressed his particular displeasure with bus drivers who get out into the middle lane of traffic when their place is in the right hand lane. "You belong in the right hand lane," he said, "where your passengers are on the curb, then you will not pass up passengers. The law says that you shall drive on the right hand side as nearly as it is possible to do so. I want driving in the center lane of traffic stopped."

The meetings were well attended and judging by the response from the audience, proved interesting as well as instructive.

Goes Abroad

H. A. Perryman, Superintendent Traffic and Statistics, started on a prolonged vacation October 7th. He went direct from here to New York and from there set sail for England where he expects to spend three weeks. While in London he will attend the sessions of the London Transit Board. After his visit in England, he has planned to visit places in Belgium and France where he was both before and during the war.

On the trip back Mr. Perryman will visit street railway properties of the major cities of this country for the purpose of studying methods of traffic analysis and control.

Personals

S. J. Nock, Secretary-Treasurer, recently returned to his desk from two weeks vacationing.

Ben Schupp, Purchasing Agent, spent the last two weeks in September at Seven Oaks. Mr. Schupp also celebrated his twenty-ninth anniversary with the Company on October 1st.

Ethel Layton, in charge of the information desk, returned from Georgia looking much rested. She spent several weeks in Cartersville on account of the serious illness of her brother.

Meets Resumed

The first meeting after summer vacation of the Foremen and Heads of the Mechanical and Automotive Departments was held on Saturday, September 14th.

The subject of discussion was "Reducing Equipment Failures." This will also be the subject of the October meeting.

Back From Convention

Lester J. Turley, Electrical Engineer; H. G. Weeks, Assistant to General Manager, and E. R. Dye, Manager of Transportation, have just returned from the national convention of the American Transit Association at Atlantic City.

More New Coaches

The order for four new 41-passenger coaches for use on Beverly Boulevard Line mentioned in last month's Two Bells, has been increased to six vehicles.

Transit Employees

Your committee, consisting of Messrs. Hollenbeck and Mellentin, met with Mr. Haskins and Mr. Harris, and the following items were discussed.

The Credit Union Plan: This plan was submitted to us some time ago, and has been thoroughly investigated, both by the Association and the Management, and it is not advisable to present this plan to the employees. However, we hope to have another plan, or rather a similar idea to offer in place of the Credit Union.

Speed and Safety in operation of cars and buses was gone into, but further study is being made and some changes will undoubtedly be made in this connection in the near future.

Several other items of interest were taken up, but further meetings with the Management will be necessary before we can give them to you.

Our problems are many and it is a pleasure to know that we can always bring them before the Management. Mr. Haskins and Mr. Harris have always graciously received our committees and a great deal of credit is due them.

Every one of us derives a great deal of good out of these meetings with the Management, and it is for the benefit of all concerned that we get together and discuss our problems.

Remember, your cooperation lends encouragement to the boys who are trying to serve you.

F. W. MELLENTIN, *Secretary.*



At left, Motorman-Operator J. H. York; right, Conductor W. O. Darby.



A Uniform of the Gay Nineties

March of Time in Uniforms

By "OLD TIMER"

"Well, I'll willingly be classified as a Chinaman's uncle if these new uniforms now being worn by our conductors and motormen ain't the niftiest things seen as yet", said the Old Timer as he gave up his hand in a pin-ochle game in order to look over a bunch of the new "unies" that were being displayed by their proud owners. "Time sure marches on", he continued. "I s'pose back in the prehistoric age Operator Stony Mug came out frequently with a different shade of animal skin and occasionally a hair cut, if it were possible, and it's probable that the old dinosaur was agreeably shocked to see his master in his new raiment."

Time marched on and mass transportation came into being in the shape of small dinky cars that were pulled around over the rails by "hay burners", i. e., mules and horses, but the operators were usually dressed in their worst, for in addition to collecting fares from patrons they also had to give a great deal of attention to the stock. Their close association with

the motive power gave them a somewhat pervading odor, which no doubt was given to wearing apparel.

Ask "Daddy" Fisher, retired, or Conductor Rice, still active at Division Three, what a heluva good time they had back in 1875 or 1880 in Philadelphia when they worked from the south end position of a coupla horse or mules that were headed north.

Then came the Gay Nineties. Uniform specifications were still in their infancy, but they were on their way. Duckbill caps were hot stuff. The cap was round and flat and the bill protruded out into the atmosphere three or four inches. Looked like a convenient roost for the birdies. It afforded shade to the wearer but it did not add much to the man's good looks—still he was the envy of all who had aspirations as regards wearing even part of a uniform.

A long sweeping handle for a mustache generally, in that period, went with this ensemble, and across the front of his manly bosom was usually a massive watch chain which meant

social affluence. Around the neck of this Don Juan was usually a collar of dangerous height, but they persevered and carried on content to suffer in silence for the cause of prevailing styles.

Then a few years later came the blue with a drop visor on the cap. Lots of gold braid on the head piece with hand sewed letters—also gold—designating the position the man was supposed to represent. Lots of brass buttons on the coat and vest. Double breasted coats for the motormen and single for the conductors. On the left lapel a nickel plated disc carrying the particular individual's number.

Later all the decorations were taken off and instead of the heavy blue Melton cloth, serge was adopted and a small insignia bearing the letters "L. A. Ry Co." adorned the left coat lapel, and instead of the badge, cap numbers were used which gave all a more business-like appearance.

Now "comes the dawn." A steel grey supplants the old blue uniform, and the black caps go the way of all things and the new headgear is a honey, being the same color as the clothing. A gray shirt and black tie complete the ensemble. It's a "lulu," my friends, and while I hate to say it I'm forced to remark that I envy the platform personnel in this bit of good fortune. They make the old timers look younger and the younger men more mature. Time sure "do" move and our platform men have never failed to move along with the rest of 'em. Look 'em over, the old and the new.

Veterans' Doings

The Cabaret Dance held on the 14th of last month was a huge success in every way (except financially). The floor show went over with a bang and the refreshments lasted out the evening. From the inquiries we've had, guess we'll have to line up another in the near future.

The "Order of the Sword" had a meeting on the twenty-third with fifteen members present. At first we thought the meeting was going to be a flop, but about nine-thirty two candidates put in their appearance and after giving Comrades Edgington and Clark of Division Four the works we finished the evening with a Kangaroo Court which ended up with complainant and defendant both being found guilty and they were fined the price of refreshments for the crowd. Several of the members made the remark that they would be present at all meetings from now on and that they certainly enjoyed the evening.

The Fifth Annual Halloween Dance will be held at Patriotic Hall, Saturday, October 26th. This will be a costume affair, so get busy and rig up a good outfit and come out. If you have attended one of these affairs in the past, no remarks need be made, and if you haven't you've been missing some great times.

Our First Vice Commander Sam Wickham is now recuperating at home and expects to return to the fold before many weeks have passed.

Our next regular meeting will be held at Patriotic Hall Monday, October 28th. This will be an initiation for new members who have come into the Club recently. There will no doubt be some sort of entertainment and refreshments.

Don't forget the parade Armistice Day.

H. F. NELSON, *Adjutant*

Auxiliary

The next social event will be a party for members of the Auxiliary and members of the Club and their wives, at the home of Mr. and Mrs. Harold F. Nelson, 1202 South Hudson Street, Los Angeles, California (one block west of Rimpau, two blocks north of Pico) on Saturday, October 12th, 1935, at eight o'clock p. m., 25 cents charge including refreshments.

You know our meetings are now being held on the same night as the men meet (fourth Monday in each month) which should make it more convenient for the ladies who don't drive. This brings our next meeting on October 28th. We would like to see all the new members coming out, as well as the old one, as we have

lots of plans to discuss for the winter, and new officers will soon be elected.

Don't fail to take in the Club's Hal-low'en Dance next month. Better get your heads busy planning original costumes.

ELLA HOYLE, *President*

Bull's-eyes and Misses

The Los Angeles Railway Rifle and Pistol Club is still in the summer doldrums, what with vacations and deer seasons, fishing, etc. We have spent a quiet three months with no organized shooting. October will see a revival of interest and a resumption of practice and contests. At our next meeting we will arrange a program of shoots which will be announced in later editions.

L. F. SPARKS, *Secretary*

Bowling

By TOM CASEY

The Transit Employes Bowling team is now playing at the Luxor Bowling Alleys on Vermont Ave., at Vernon Ave., on Thursday nights. Our support is necessary to make a successful year possible for the boys, and your attendance is urged. Come up and witness the fine bowling team in action.

BE A BOOSTER for this team. Get the habit of visiting with them on each Thursday night at 6:30 P. M. There is no admission charge. We want to see this team win the honors in the league. The league in which they are entered is the best in Los Angeles.

The time is 6:30 P. M. every Thursday.

Sunrise Post

A joint installation of officers of Sunrise Post No. 357, American Legion, and its Auxiliary, was held on September 19th.

In the Post Conductor W. V. McCafferty was installed as Sergeant at Arms; Safety Operator J. Villenave as Financial Officer for his second term; and Conductor J. N. Merritt as Historian. These three men are all from Division One.

Sunrise Post Auxiliary installed Mrs. W. V. McCaffrey as Sergeant at Arms; Mrs. E. G. Gilmore, wife of Supervisor "Red" Gilmore, and Mrs. Annie Stoddart, wife of Conductor Gerald J. Stoddart of Division One, on the Executive Committee.

The Leonard Wood Post Drill Team officiated.

LARY Plays Juniors

About five hundred baseball fans witnessed a wonderful game which was played by an all star team from the Lary League and a picked team of Legion Juniors at the Union Pacific Shops Field on Sunday, September 22nd.

The end of the game found the Larys on the short end of a 4 to 2 score. The Larys scored two earned runs in the first inning, while the Juniors got their four runs by taking speedy advantage of errors. It was a hard fought game from start to finish with some sensational playing by both teams, but the youngsters were just too fast.

Dick Means and Mel Woodward shared pitching honors for the Larys and did a fine job of it.

J. B. Lair represented Division One, George E. Ferguson Division Three, Billy Vejar Division Four, and the other Divisions were unreported but were probably also represented in the grandstand.

After the game the Lary boys took their share of the money raised by the raffling off of a painting and promptly donated it to a half blind Veteran.

The Railway team has played only this one game together but showed up as one of the most powerful teams in the Los Angeles area. An attempt is being made to hold them together through the winter, and arrangements are already under way for another game between the Larys and the Juniors.

While the Vernon Yard ball field is being overhauled and remodeled the use of the Union Pacific Field has generously been offered the Larys by the American Legion for games at any time.

Several of the players from the Lary League are being picked to coach the Legion Juniors during their ball series.

Resents Insult

One of our subscribers demands an apology. As is well known, an editor never apologizes. But in this instance we feel that we are liable to go out of business if Bill Snyder cancels his subscription so we are not exactly apologizing, but we are printing his side of the story. It's about that stag steak party at Art Warren's, and the story in September Two Bells.

Bill Snyder swears and affirms that it was Bill Mott who grabbed the biggest steak and ate all the ice cream and that he and Johnnie Collins behaved like perfect gentlemen. We know 'em all and like 'em all and we are not taking sides.



Square and Compass Doings

The accompanying photograph taken on Sunday, September 15th, shows only a small portion of the participants in the Club's annual picnic, which was held at North Hollywood Park on the above date. It appears that many of those present were camera shy and are therefore among the missing, at least as far as the picture is concerned.

Notwithstanding the fact that our picnic this year was held right after the vacation period, we had an exceptional turnout, those attending enjoyed a day of recreation, fun, sports, etc., in an ideal setting, the feature of course being the ball game.

Brother Ray Smith, the Adonis from Division Three, was one of the star performers. Ray connected with the ball, the bases loaded and when the dust cleared, four runs were across the plate.

Brother W. A. Jermy also starred by catching three flies in a row for three outs, and as a result received a tremendous burst of applause from the grandstand in which his wife assisted vigorously.

Following the game the assembled members, families and friends, proceeded to satisfy the inner man and before long great inroads were made on picnic lunches for the occasion.

Monthly Meeting September 21st

The first monthly meeting of the Club was held on Saturday, September 21st at Weiss' Viense Cafe on the corner of Wilshire and Ardmore. An exceptional dinner was provided for the approximately 65 members present. This was followed by the usual snappy vaudeville show furnished by Brother Walter Trask.

A short business meeting was next in order during which several committee reports were read, and suggestions heard as a guide to the Ladies'

Night proposed to be held in November. Several petitions for membership were read and acted upon.

COMPASS POINTS

Julius Blum of the Auditor's office was present in September. Yes, he likes baked chicken.

The Hallroom Boys, Andy "Irish" Egan and his bodyguard Clarence Fischer put in an appearance, one to watch the other.

One staunch member to whom a vote of thanks is due is A. G. Rex. Here is one enthusiastic brother who is always on the job, willing and eager to lend a hand.

C. D. "Charlie" Clark remarked after the meeting adjourned: "Boy! Did I enjoy that chicken!!"

Young Kid Bill Travers appeared in a straw hat. I don't suppose Bill realized felt hats were in order or he would never had taken the chance.

Big business ahead for the Club's degree team. Several applications of Railway employes are pending in various lodges throughout the city, and it looks like a busy season for Phil Klinglesmith and his gang.

Bridegroom H. H. "Pete" Peterson was asked to enlighten the members regarding his recent marriage, or at least stand up and take a bow, but Pete either couldn't or wouldn't. However, when the waitress served him with apple strudel for desert, Pete indignantly refused with the almost savage remark that he was a Swede and not a Jew—he ate the strudel, nevertheless.

Les "Let's Adjourn" Sparks was acting secretary during the absence of Brother Walter Born. His mind, however, was not on his work. He has, we are told, been shopping for an Admiral's hat and when successful in purchasing one with sufficient gold braid on it, he will be in the

market for a good seaworthy boat.

Brother G. G. Scott of the Drafting Room did not have much to say, but we always can tell by Scotty's smile, that the surroundings and food are satisfactory to him, and this is borne out by the fact that he seldom misses a meeting. Keep up the good work, Brother Scott.

The following Masons were elected to membership: David MacTaggart, all the way from Glasgow, Scotland, (which, by the way, is the writer's home town—Hoot Mon!); Theo. Chas. Wiley, Conductor, Division Five; E. A. Laycox, Line Department.

These men were accepted by acclamation.

We assume that our Treasurer, Lloyd Yeager, will see to it that Brother E. A. Laycox lives up to his promise and attends regularly.

On September 26, 1911 one William Mark Morgan entered the services of our Company. Bill, therefore, on Thursday, September 26, 1935, completed his twenty-fourth year. Well, the mills of the gods grind slowly, etc., but eventually he will be found out and be given sufficient work to keep him busy. Anyhow, congratulations Bill, and may the gods be kind!

Poor "old" Ely Fletcher was unable to attend our last meeting due to a slight indisposition (he rode horseback thirty miles for the first time in thirty years). He has entirely recovered, however, and barring another setback, promises to be with us in October.

Well, brothers, we fully anticipate a large meeting in October. Watch for your bulletin advising of the time, the place, and whathaveyou. This promises to be an interesting evening. May we expect **YOU** and **YOU** and **YOU**. Also, don't forget Ladies' Night in November—from all indications the biggest night of the year.

Fraternally yours,

JACK K. WILSON,
Director of Publicity.



Jolly Tars and Their Catch

"Heave to" or "heave up," it was all the same to this bunch of land-lubbers from Division Three who journeyed last month down to the sea at San Diego where several hours of pleasure were enjoyed rolling over King Neptune's domain.

Yo ho, and a bottle of Mother Sill's Seasick Remedy, did they have fun, and as the day's catch was unloaded on the dock it numbered 102 Yellow-tail, 74 Bonita, 19 Barracuda, 12 Bass and 7 Tuna, and believe you me there were not many small ones brought back.

The trip was made on the Kingfisher which makes regular trips out to the fishing grounds. "Shark" Monroe had "something on the ball" and won the pool for the heaviest one. "Heaver" Trice complained of the rock and roll and begged to be allowed to be excused from fishing activity, but when he got back on terra firma everything was jake.

Following are the fresh water salts who took part in what happened:

Left to right: "Tom Cod" Parson, "Sculpin" White, "Whalebone" Wolfe, "Mackerel" Mulrine, "Short Line" Redding, "Break Pole" Sooy, "Tuna" Smith, "Buy-a-duck" Holland, "Yellow-tail" Meloy, "Shark" Monroe. In center, disguised in smoked glasses, is "San Dab" Demaree, who bought Holland's duck, or did he get his goat? That's an unanswered question. "Heaver" Trice, "Bonita" Wankier, and some of the residents. "Sting-aree" Pete Wankier, formerly a sheep herder, thought he was in the picture and had a beautiful pose, but the danged camera only went "so fur" and he missed out by about 10 feet. Bob Smith, a Division Three mechanic, and Mr. Thomas of the Ford Agency of Montrose, California were also among those present.

Division Three has a bunch of fresh water "salts" that are beginning

to walk and roll, and are even learnin' to give a real good imitation of a "jolly tar" who occasionally gives a hitch to his trousers, but that's for the purpose of keepin' 'm from fallin' off.

G. E. F.

Births

Conductor R. M. Kelly, of Division One, is inclined to do a little high-hatting and he has a pretty good reason. It is a new daughter. She arrived on September 8th, and her name is Joan Kelly.

* * *

Safety Operator G. J. Bowers, of Division One, is happy over the arrival of a son on September 5th. His name is Gordon Jack Bowers, Jr.

* * *

Motorman O. W. Standifer of Division Three is entertaining a young visitor for the rest of his natural life. Mother and daughter are doing nicely. The proud papa hasn't gotten over it yet. The following novel announcement was sent to their many friends:

The Standifer Production Company announces the 1935 Standifer Model Number One.

Otha W. Standifer, Designer and Engineer. Pearl Standifer, Production Manager. Dr. John E. Troy, Technical Assistant. Sallie Jo Beth, Product. Model released September 14, 1935, 12:30 P. M. Rose Maternity Hospital.

Specifications: Two Lung Power; Free Squealing; Screamlane Body; Knee Action; Hydraulic Brakes; 9 5/8 Pound Chassis; Economical Feed; Water Cooled; Changeable Seat Covers.

A lifetime investment which assures one of many years of pleasure. The management assures you that

there will be no new models the balance of the year.

* * *

It was Friday, the 13th day of September, when Conductor W. F. Hogan of Division Five announced the arrival of a darling little daughter. Little Mary Gale and mother are doing fine. Congratulations.

* * *

A Blessed Event, involving a handsome baby boy, was celebrated at the home of Motorman John Vreeken, of Division Four, on September 14th. The little fellow weighted six pounds and eleven ounces and has been named Gary Leon. Congratulations, mother and daddy.

* * *

Joe Nolan, of South Park Shops, passed out good cigars on the arrival of an eight pound baby boy on September 21st. Mother and son reported doing nicely.

* * *

William Blair Calderwood was born Friday, September 13th and weighed ten pounds two ounces. He is the son of Bob Calderwood of South Park Shops. Bob says Friday the 13th was unlucky for him, he wanted quints.

* * *

Ardinus Harriet, born to Mr. and Mrs. R. F. Walton. Miss Ardinus weighed seven pounds and ten ounces and was born at the Bell Mission Hospital. R. F. Walton is of the Sixteenth Street Coach Division and both he and his wife are very proud of their baby girl.

* * *

A baby girl was born at the home of Walter Flower, of Division One Mechanical. What the mechanics wonder is—where did the cigars go?

* * *

Congratulations are extended to Conductor M. J. Wallace, of Division Five, on the arrival of a seven and one-half pound baby boy with dark black hair, blue eyes, fair complexion, and, as M. J. says, a future operator. Little Donald Dean, who arrived on September 26, 1935, and his mother are doing fine.

Journey's End

Stanley Ernest Knowles, Transfer Table Operator, Department 8 Mechanical, passed away October 3rd. He was born in Woods Harbor, Nova Scotia. Mr. Knowles came to the Company as a machinist on May 8, 1920; and changed to Transfer Table-Operator on October 16, 1933. He was a member of the Independent Order of Foresters of Los Angeles. Mr. Knowles is survived by his wife and two sons.



The Garage baseball team that was entered in the Examiner Soft Ball League

Standing—left to right: N. Lane, left field; C. Simmons, utility; S. Dale, pitcher; G. Lockridge, first base; W. Knapp, right field; R. Winslow, center field; F. Van Zandt, center field; R. Peterson, third base; A. Lilly, second base. Front row—F. Ralphs, left field; Bud Marchant, short stop; B. Walters, utility; G. Oliver, catcher; W. Wilson, utility and E. Lentz, manager.

Soft Ball

These boys played ball for the Examiner Hearst trophy. The first game was with the Phillips "All Stars" whom they beat two to one. The second game was against the Jones Boys, scoring a nine to nothing victory. The third game with the Leland Coffee team, the game in which Sid Dale allowed but a single hit was won with a score of three to nothing. The fourth game was not so fortunate. At Thompson field the Orange county team came out ahead, three to two. There was a brilliant running catch made in that game by N. Lane.

The boys are now in the city league, Municipal Division, and are going right ahead with their winnings.

In the play-off in the all-city soft ball championship tournament the Sixteenth Street Garage team, under the sponsorship of A. H. Rude and Company, won every game they played.

They took the first game with 14 runs and 15 hits off the Trinity Tigers who got 1 hit but failed to make a single run. The second game they made 5 runs, 11 hits to the Foreman and Clark team's 1 run, 6 hits; the third game 2 runs, 6 hits to the Phillips All Stars 1 run, 5 hits; the fourth game 3 runs, 5 hits to Hollywood Sportswear 2 runs, 6 hits; and the semi-final game 9 runs, 12 hits to the Boyle Heights Athletic Club 5 runs, 5 hits.

This left the team with only the final game to determine the all-city championship to be played with either the Alvarado Church of Christ or Warner Brothers teams some time after Two Bells went to press.

The boys on our team played good ball all season, and deserve a lot of credit for their hard work, consistent playing, and fine spirit of sportsmanship.

Hot Off The Bat

The Captains and Managers of the various baseball teams held their annual meeting for the purpose of electing officers for the 1936 season and to lay out a program of games.

L. B. Meeks of Division Three was elected President; S. Henderson of the Los Angeles Motor Coach, vice President and L. F. Sparks of Vernon Yard, Secretary Treasurer. The three officers are to act as a committee to draw up ground rules and schedules, finance the season by entertainments and dances and take care of any problems that come up.

The Los Angeles Motor Coach Company and the Los Angeles Railway Coach Division will join forces and form one team. They do not have enough talent to draw on for two teams. This will mean only six teams for 1936 and the tentative plan is for two full nine inning games to be played in the afternoons with two teams off each Sunday for rest.

We also plan to have a second and

third prize for the teams in addition to the P. B. Harris trophy and maybe an additional first prize for the the winning team. We will have an umpire from the baseball association which will do away with any talk of favoritism in the Divisions.

There is an insurance policy available for the players at a very low cost and the men who do not carry it will be expected to pay for their own injuries. Further information will appear in Two Bells from time to time as developments occur.

L. F. SPARKS, *Secretary*
Los Angeles Railway Baseball League

Rath Thanks Team

As former manager of the Division One Baseball Team I wish to thank the boys for their excellent performance during the past season. Although we failed to win the Harris Traveling Trophy, I feel assured that under the present management of Tommie Harris, together with last season's experience, our team will come out victorious next season.

We wish also to extend to our Foreman J. B. Lair, our most sincere gratitude for the impartial and satisfactory way in which he umpired every game last season.

E. R. RATH

For Sale

Walnuts, new crop, at 12½ cents per pound. Conductor Hugh O'Neill, Division Four.

News From Our Sick Folks

By R. A. PIERSON
Superintendent of Personnel

During the month of September there were 25 employes confined to the California Hospital, which represents 168 hospital days. The cost of the hospital service was \$962.00.

H. Buckman, Conductor, Division Four, has been on the sick list since September 4th. Henry feels that he has not improved very much, but we hope that it will not be long before he is back on the job.

C. L. Hanson, Information Man, Transportation Department, seems to be about the same. If you wish to know just how popular Carl is, just go to see him and read over the names of his many friends who call to see him. It makes life worth while to see that sweet, pleasant smile of Carl's and Mrs. Hanson.

R. H. Groves, Operator, Coach Division, who was injured last July, expected to report for work soon, but has had a set-back which will delay his return to duty.

J. A. Giles, Electrical Repairer, Mechanical Department, paid us a visit recently. Stated that he was improving and thought he would be able to resume duty later.

J. W. Davis, Car Cleaner, Division Five, Mechanical Department, who has been sick for some time, is slowly improving. Latest report is that he is able to be up and around some.

F. S. Ellermeier, Watchman, Way & Structures, whose address has been the California Hospital for some time, is going nicely at the present time, and will probably be home soon. Fred has had quite a time of it, and will return to the hospital in two or three weeks for another operation.

D. J. Edmondson, Motorman, Division Four, had the misfortune to sprain his ankle the first of September. Hopes to be back on the job soon.

L. W. Kern, Motorman, Division One, has been nursing a sore jaw and badly swollen face, the after effects of having several teeth extracted.

Floyd Monnier, Conductor, Division Five, is confined to his bed. We hope for a speedy recovery.

W. W. Morse, Clerk, Coach Division, seems to be improving slightly, although it is very slow.

H. J. Klingsiek, Conductor, Division One, who had been at the hospital for some time, returned home, but later decided the hospital was the best place for one in his condition.

H. O. Potter, Conductor, Division Five, who was seriously injured in an automobile accident last July, is do-

ing very well and hopes to be back soon.

E. I. Rensch, Oiler, Way & Structures, was painfully injured August 31st when struck by an automobile. He is improving very nicely.

Regret to report the death of four employes during the month of September, and the death of the wives of two employes. The four employes were covered by the Group Life Insurance, and both employes whose wives died, were members of the Wives' Death Benefit Fund.

During the month of September, there were 93 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Sympathy to Mr. Tower

The many fellow-employes of Elmer A. Tower, of the Traffic and Statistics Department, wish to extend their deep sympathy to him for the loss of his wife who passed away on September 25th.

Notice to All Employes

The wife of G. S. Hammon, Flagman, Transportation Department, died September 24, 1935. Mr. Hammon was paid approximately \$530 under Wives' Death Benefit Fund Assessment No. P-88. Deductions will be made on the payrolls ending October 15, 1935.

* * *

The wife of Elmer A. Tower, Clerk in the Traffic and Statistics Department, died September 25, 1935. Mr. Tower was paid approximately \$530 under Wives' Death Benefit Fund Assessment No. P-89. Deductions will be made on the payrolls ending October 15, 1935.

R. A. PIERSON,
Superintendent of Personnel

Appreciations

Letters expressing thanks and appreciation for sympathy extended and for the beautiful flowers sent them in the illness and loss of their loved ones have been received by the Company and the Transit Employes from: Mrs. C. Hogan and Family; Edna J. Gilliland; George S. Hammon, Harley Fraser and Family; Mrs. May Goodman and Brother; Miss Woodhull and Anna W. Claypool, daughters of I. R. Tilton.

H. R. E. Association

A very interesting meeting was held at Division Four, on September 17th. The annual reports of the secretary and treasurer were read and approved.

A committee of ten H. R. E. members to visit the sick, attend funerals, etc., is being formed, and the following have offered their services: James Gallagher, 3236 Lan Franco Street, ANgelus 0722; S. E. Edwards, 1009 S. Alma Street; L. M. Runyon, 1004½ W. 21st Street, RIchmond 9507 or 2469; C. A. Ferkel, 1115 W. Olympic Boulevard, TUCker 1419; G. M. Weiman, 1136 Carmona Avenue, OREGon 3853; W. G. Miller, 1161 W. 37th Street, PArkway 6850; W. E. Hancock, 5117 Wall Street. ADams 11948.

If you can and will serve on this committee, write or telephone the secretary. The vice-president especially requests that members notify him, telephone ANgelus 0722, or the secretary, of any serious illness of any member so that the committee may visit them.

On motion, duly carried, the By-Laws were suspended, and the present officers were unanimously re-elected to serve for the ensuing year, as follows: President, C. M. McRoberts; Vice-President, James Gallagher, Secretary-Treasurer, Geo. A. Prichard.

Letters have been sent to President Haskins and General Manager Harris, thanking them for their co-operation and financial assistance in making the annual H. R. E. picnic a great success; also to the Transit Association for a kind invitation to their barbecue.

The question of relief was discussed.

The secretary has information explaining the conditions upon which relief may be applied for and should be received, and will be glad to give it to any member.

Don't forget the regular monthly meeting on October 15th.

GEO. A. PRICHARD, *Secretary.*

Appreciation

To the Members of the Los Angeles Railway Family:

We wish to express our deep appreciation for the many expressions of sympathy extended to us during our recent bereavement in the loss of our dear wife and mother. The sadness was greatly lessened by your kind acts.

Elmer A. Tower
Florence Temple

Journey's End

Ivins Rogers Tilton, Safety Operator at Division One, passed away September 7th. He was born in Lanoka, New Jersey, and came to Division Four of this Company on January 18, 1921, as a motorman; changed to safety operator at Division Four on June 26, 1921, and transferred to Division One as a safety operator June 29, 1930. Mr. Tilton is survived by two daughters.

* * *

James Watterworth Gilliland, Carpenter in the Mechanical Department of the Engineering Department, died on September 7th. He was a native of Scotland, and entered the employ of the Company as a carpenter in the Engineering Department October 8, 1930. He was a member of A. F. A. M. No. 645. Belfast, Ireland. Mr. Gilliland is survived by his wife and a daughter.

* * *

Frank Nicholas Goodman, on the Special Roll, passed away September 26th. He was born in Milwaukee, Wisconsin, and was employed by this Company as a car repairer on August 15, 1905. He was placed on the Special Roll July 6, 1934. Mr. Goodman was a member of the Independent Order of Odd Fellows and of the Knights of Pythias of Los Angeles. He is survived by his mother.



Division One

H. N. COLE

Some time ago Safety Operator W. H. Stanley thought he had overslept and came to work with his pajamas underneath his clothing, and events seem to be repeating themselves. Recently he had another dream and he bounced out of bed and rushed to the Division with his socks in one pocket and collar and tie in the other, only to find he was just two hours too early.

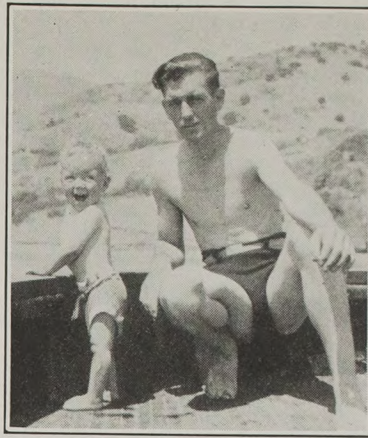
Conductor W. D. Smiley is back on his run with Motorman Tom Forrester, after being incapacitated for about seven weeks. He suffered a severe sprain of the ankle some time ago while flagging a crossing.

Conductor R. H. Rogers is glad to announce that he is a grandpa for the first time.

Motorman H. Dinning is visiting relatives in Iowa. He was granted a sixty day leave of absence.

Motorman B. R. Parker was off for fifteen days during the month. No information as to what use he made of his vacation.

Motorman C. L. Bond treated himself to a week off which he spent at Lakeside, California.



Motorman B. A. Johnson, of Division One, and son on a recent trip to Catalina Island. The island is shown in the background.

Conductor A. A. Lithgow is on leave for fifty-five days which he is spending motoring back east, to Boston, New York, Washington and other places of interest.

Motorman F. J. Christianson had orders from his wife to bring in some potatoes when he came home. He let it slip his memory, and was more or less worried about it. That night when he was being taken home by Motorman F. Danna, he happened to see a hundred pound sack of the very potatoes he was craving, lying by the road side. With Danna's help the goods were delivered to his wife, and everybody was happy, except of course, the man who lost the potatoes.

The record for seasickness belongs to Conductor R. W. Bower. A few days ago he started out to do some deep sea fishing but he was sick from the time he started till he put his foot on land again. He says he was so sick he didn't know what it was all about and cared less.

Conductor A. E. Fontaine has returned to his duties after being confined to his home nursing a severe case of mumps. According to his opinion, mumps are no laughing matter.

Motorman O. H. Burton is happy to be back after several weeks of illness.

Motorman C. B. Gordon is back on the job, looking none the worse, after several days of illness.

Conductor J. H. Stanley took a few days off to attend the Fair at Pomona.

He didn't know where to go, so Conductor B. T. Olson took two weeks off just the same and started out.

Conductor A. L. Stockman started on September 24th for Lincoln, Nebraska, where he will remain for twenty-eight days.

Conductor O. L. Finley spent ten days in the mountains deer hunting.

Conductor L. Rasmussen is on a twenty-eight day leave and is traveling back East.

Motorman R. R. Youts took to the mountains for seventeen days hunting for deer.

Conductor D. E. Berri is taking some time off for deer hunting. He says he will not come back till he has at least one deer, so if he has no better luck

than some of the fellows I know, he will be away for quite a while.

During the month Motorman E. R. Mathews took a week off to rest.

Motorman A. F. Hedrick took a two weeks vacation which he spent at Chester, California.

Conductor M. W. Hochgraef has been called to Portland, Oregon on account of the death of his brother.

Conductor M. F. Hurst took eight days off. Part of the time was spent at Catalina and part under his machine.

Conductor E. L. O'Neill and his wife are visiting relatives in Kansas. They will be away for five or six weeks.

Motorman L. L. Smith is visiting relatives in Minnesota on a forty-three day leave.

In order to recuperate, Motorman K. D. Murphy has taken twenty-eight days off.

Safety Operator A. R. Hale is on a thirty day leave and is visiting relatives in Texas.

During last month, Conductor H. B. Pixler took off two weeks, spending part of his time in Oakland and part at Catalina.

Motorman A. J. Rosenstein, with his Conductor, R. G. Barrett, spent ten days at the old home of the latter in El Dorado County. Rosenstein claims he had the best time of his life. The best of everything to eat, and good hunting, and above all, an abundance of good old time, hospitality extended by Barrett's mother.

Motorman E. Riley took ten days off to enjoy the fresh mountain air.

Conductor W. N. Carl spent a week at Idyllwild during the month.

Motorman J. G. Birch is away on a trip to Missouri, where he will remain for about a month.

* * *

Wedding

Wedding bells rang for Conductor D. H. Smith and Miss Rachael Sheetz. They were married on August 25th.



Division Three

L. VOLNER

Friday, August twenty-third, found Switchman Holland and his gang of fishermen—some of the motormen and conductors of Division Three—on the wide expanse of the Pacific Ocean at the wonderful fishing grounds of Coronado Islands trying to induce the finny tribe to get hooked and come ashore. They say they did not get as many fish as on a previous trip but that those which were caught were much larger. Conductor Graves got the largest one—forty-seven pound tuna. Conductor Mulrine was the proud possessor of a beautiful white sea bass. Operator D. D. Smith had ten yellowtails for high number. Switchman Meloy got a forty-pound tuna and a thirty-pound yellowtail. Everyone got

some fish, and all had a wonderful time. However, some of the boys thought Switchman Meloy tried to take a rather unfair advantage of them when he got in the ocean and tried to catch them with his hands.

Motorman H. N. Andrews and wife took three days for their Labor Day vacation, which was spent at Big Bear. They report lots of fish still left in the lake.

It is said that most brides prefer "white" but there is a girl at the Car Barn Cafe who would rather be sure of having "Grubb" in the house.

During the early part of September Conductor W. O. Butler enjoyed an enforced vacation on account of a fender falling on his hand.

Motorman J. T. Martin asked Clerk Gilmore if he was making a list of the "Martins" of this Division just where would he stand. He was told he would not be included, so J. T. just asked for some time off and has gone back to visit at his old home in Illinois. This is his first trip in several years, and on his return he intends to also visit in Nebraska.

About the first of September Motorman G. V. Hopkins and wife spent a delightful vacation of several days at Sequoia and General Grant National Parks.

He says he is not the least bit superstitious, but Conductor Jack Angel did not feel in the right mood to venture out on Friday, September 13th, as he works Run 213 and has a motorman whose number is 1301. Nevertheless, as duty called, he ventured forth and collected the following thirteens: Friday the 13th—Work Run 213—Motorman 1301—Pulled out 6:13 a. m. Last half of run two hours 13 minutes—Car was on track 13—fare box No. 1347, and when he arrived at Regent Street in Inglewood he had 13 passengers on the car—Closed his Form 5 Special Tickets with number 41213—and sold 13 Form 2 coach tickets—last trip to Inglewood collected 13 transfers—collected 13 commutation tickets, and on last trip to Eagle Rock changed a dollar bill No. H 13-4173-2B and on top of all this had a nice day and no accidents.

Several post cards have been received from Conductor W. S. Rice who is visiting his old home in Philadelphia. Mr. Rice says he is having a wonderful time, but still thinks there is no place like California.

Conductor R. G. Monahan and wife report a wonderful several days vacation which was spent at General Grant and Sequoia National Parks.

Conductor C. V. Judd is spending several weeks touring with friends in Utah.

To visit relatives for several weeks Conductor M. O. Brown and wife have gone back to their old home in Arkansas City, Kansas.

Conductor Eddie Cox and wife have returned from a vacation which was spent in Utah and Arizona.

On account of business matters Conductor H. L. Yates and wife are spending a month in Wisconsin.

During the latter part of September Conductor J. H. Demaree and wife spent a week in the northern part of the State.

Motorman H. L. O'Howell is off duty

for a month to attend to business matters in Kansas City.

Several members of the Division Three Baseball Club "1935 Champions" participated in a game at the Union Pacific Athletic Field on Sunday, September 22nd. The opposing team was composed of youngsters who were being sponsored by the American Legion Post in that vicinity. All of these youngsters were around the ages of 14 to 18, and the score at the end of the game was four to two in their favor. WERE THE LOSERS' FACES RED?

Conductor Harry Beals and wife and Switchman Arthur Walker and wife are back after an enjoyable trip to Vancouver. Walker says that the country in that vicinity is wonderful.

Conductor W. O. Butler, accompanied by several friends, spent a very delightful vacation in the High Sierras, fishing and hunting. Mr. Butler distributed several large slices of juicy venison to his friends.

Having attended several shows at a nearby theater Motorman R. Romani and wife had their name in the pot for the drawing which was to come off on what was called "Bank Night." On "Bank Night" the Romanis were not present and Mrs. Romani's name was the first called, good for one hundred and fifty dollars.



C. J. KNITTLE

If I could steal the "thunder" of some of our nationally known columnists and get away with it or, rather, make you readers of Two Bells believe it was my own, I would start this column with the exact words of that great man who made people happy in such a nice way, Will Rogers. I would always preface this column with the clear, simple statement that "All I know is what I see here and there and read about in the papers."

From what I hear and see in the office files, twenty-five or thirty Division Four trainmen went on vacations during September, two others got married and a blessed event is being celebrated at the home of a well known motorman. Many new autos, parked around the Division building, and many new uniforms seem to indicate a trend toward better times or, at least, to a more definite feeling of security.

Although this brighter outlook may also be caused to a great extent by the glowing, red bow tie which Supervisor Joe Whitelock has been featuring lately, more evidence may be found on the Association Bulletin Board. A certain trainman offers ten dollars cash for 1927 pennies.

On second thought, that's not enough. If they are in good condition, you should get \$19.27.

But I still believe that business, mine, yours and the Company's, is on the up grade. Twelve new motormen were hired for this Division recently, two full runs and two trippers were added to the Line "P" schedule a couple of weeks ago

and Conductor Wilke seems to be walking around town on Thursdays, Fridays and Saturdays.

From what I see and hear, Division Four's downhearted Baseball Team and their retinue of rooters are all pepped up again and will take up the fall and winter sports in a big way. The players are going in for basketball and the rooters will play checkers.

Motorman Buttner and Matthias are in charge of the preliminary checker tournament which is being played at this time. It is an elimination contest to pick the players for the inter-Divisional finals. One hundred and eighteen men are participating here.

Motorman F. E. Swab was granted thirty days leave September 1st to take a trip East.

Conductor W. W. Warren left for his cabin in the High Sierras September 10th. He was granted eight weeks leave.

Conductors Jim Saunders and Charlie Beckner were granted 30 day leaves September 10th to join Foreman B. B. Boyd in a hunting trip to Kern County.

Motorman W. J. Tempelton spent fifteen days starting September 12th repairing his cabin at Crestline, near Lake Arrowhead.

Conductor H. F. Hames left September 19th on the Shriners cruise to Honolulu. He was granted thirty days leave.

Motorman M. H. Steele was granted a three weeks vacation September 21st to hunt in Northern California and fish in Oregon.

Conductor R. E. Jeppson was granted a two weeks vacation September 23rd.

Motorman Wm. Brotherton was granted thirty days leave September 25th to take in the San Diego Fair and also the Grand Canyon.

Conductor G. L. Smith is spending a six weeks leave visiting relatives in Illinois and Florida. He left September 24th.

Motorman C. F. Kirkland was granted a fourteen day rest September 25th.

Conductor T. O. Latham spent thirty days visiting relatives in South Dakota. He returned October 1st.

Conductor H. E. Dickinson also returned October 1st from a thirty days leave during which he visited relatives in Kansas City, Mo.

Motorman J. W. McKeown and his recent bride spent a belated honeymoon in Salt Lake City. They left September 14th and were gone thirty days. In the Mormon City, Mac was introduced to a host of new relatives, estimated at approximately 350 cousins, nephews, nieces and so forth.

Conductor T. C. Mattfield left September 14th for a sixty day trip to New York via the Panama Canal.

Motorman H. G. Burgess spent a fifteen day vacation in Redding, Calif.

Motorman C. E. Kelley was granted six weeks leave September 21st to visit relatives in St. Paul, Minn., Cincinnati, Ohio, Birmingham, Georgia, Alabama and Texas.

Conductor Duke Lowen left September 19th on a fourteen days leave to visit his aged mother in Kansas City, Mo.

Conductor W. D. Hoting was granted fourteen days rest September 17th.

Motorman C. J. Jackson is spending a thirty day leave at his cabin at Lake Arrowhead.

The sympathy of his Division Four friends was extended to Motorman T. H. Peterson on the death of his mother at her home in Huntington Park on September 11th.

Friday, September 13th, was truly an unlucky day for Operator H. M. Hickman. His locker was robbed of three rolls of tokens and \$7.20 in cash. To add to his troubles, Hickman did not notice his loss until after pulling out on his "3" Line run and had to "get by" temporarily with two rolls of tokens and no change.

Conductor W. W. Harbeck of Line "P" had his grip stolen from behind a seat in his car on September 24th losing \$26.00 worth of tokens and tickets.

* * *

Weddings

The best wishes for a long and happy married life was bestowed on Operator H. E. McCollum and his bride, formerly Estelle Marie Bates, following their marriage August 30th. A brief honeymoon was spent at Mt. Lowe.

* * *

Our bachelor friend, Motorman H. G. Burgess, also comes up smiling and informs us he was married September 21st. Miss Roma Fahy was the fortunate lady and our congratulations and sincere wishes are for their happiness. (There will be no downtown demonstration.)

* * *

Billy Vejar has accepted the position of secretary of the Los Angeles Railway Basketball League, but will decline an appointment to manage the Division Four hoopsters on account of other duties.

If you think it does not pay to solicit Weekly Pass sales on Saturdays, the fact that Conductor M. B. Whitaker of Line "P" sold forty-three on Saturday, September 28th, may dumfound you. Whitaker has no regular customers.

Motorman W. J. Forster took a seven day leave starting October 1st to visit nearby relatives.

Conductor C. L. Smithwick is spending thirty days visiting his aged father in Texas. He left October 1st.

Conductor G. A. Jahn was granted seven days rest October 1st.

Motorman L. H. Stephens also took a rest of ten days starting September 28th.



FRED MASON



You can travel east, you can travel west, But home, you'll find always the best.

Yes folksies, it's great to get back home. It was a wonderful trip. I found dear old London to be the same dear old London; Paris, France—blah; Brussels, Belgium, the most beautiful city and wonderful people; the Cumberland Lake

District in England and the Trossachs in Scotland, everything you read about them; little old New York just like O. O. McIntyre writes about it and the people in the little old village, just real people. On a jaunt up to Blue Mountain Lake and Long Lake in the Adirondacks I saw just as beautiful country as on the other side of the pond. My greatest thrill was when I was sitting on top of the world—on top of the Empire State Building—one hundred and two stories straight bang up. You get in an elevator and the first stop is the eighty-sixth floor where you change cars for the one hundred and second floor. From there you look down upon the Hudson River, which looks like a beautiful blue ribbon; the Brooklyn Bridge, the George Washington Bridge and the Queensboro Bridge like one foot planks spanning the river, and the city itself is just one beautiful sight. In all the world no sight like that.

With the Max Baer-Joe Louis fight out of the way, John, our jovial janitor, is real happy, and now looking forward to the World's Series. He picks Detroit to cop.

If you happen to stop long enough to ask Motorman M. E. Lynn how his battery is, start running right away and keep going. It appears that he splurged out with a nice new Ford V-8 and had invited all his friends over one evening to take a ride. He got them all packed comfortably in the car in that sang-froid manner of his, stepped on the starter but failed to get any action. After fiddling around for some time he discovered he had a B. O. battery and had to crank his nice new Ford V-8. Yes, he's still all ired up.

His first trip back home in twenty-five years, Conductor Frank Rainey and his wife packed up the old Nash and headed for Mount Sterling, Kentucky. They will be away for sixty days.

Conductor J. C. Allen is off for seventeen days just resting up.

It's a trip back home to Bayard, Nebraska, for Conductor F. E. Austin and he'll be away for thirty days.

To roam around the state of Oregon, Conductor L. B. Blackmer took off forty-six days.

Conductor Fred Skarda will be due back in a few days from St. Joseph, Missouri, where he has been spending his vacation.

Motorman Wallace Leffingwell is back from a very nice vacation spent at Omaha, Nebraska.

It was another hunting trip for Motorman L. W. Schoffner. He's been away almost a month now, but nobody has heard as to whether or not he had any luck around Trinity County.

Conductor H. I. Billings, "The Harmonica Kid" is playing sweet music around his old home town of Windsor, Colorado, he having taken off sixty days.

Motorman Jack Limes is back from St. Louis, Missouri, after thirty days vacation.

A postcard from Warren DeMuth and his wife reveals they are in Portland, Oregon. They are on their way up to Vancouver, Canada.

We stand corrected. We reported that Conductor "Happy" Daerr was married. He is not. Sorry "Happy"—that is we are sorry you are not.

Married

Congratulations are extended to Motorman Charles W. Owen, of Division Five, he now being a happily married man, September 10th was the big day. Thanks for the cigars.

* * *

Motorman Henry Mast took a trip out to visit Motorman Aleck Slovensky, who is in the Elliot Rest Home at Duarte. He found Aleck just fine and dandy and making wonderful progress. Needless to say he was tickled to death to see Henry and if any of you are out that way, he would appreciate a visit. The visiting days are Thursday and Sunday afternoons and Wednesday evenings between 7:00 and 9:00 o'clock. He sent his best regards to all the boys.



F. ARLEIGH FRAZIER

George Lambert says his only regret on buying his new car was that the manufacturer hid the bolts behind the hub caps and he had to call a garage to have them come and change a tire for him.

S. Van Amburg says he has a young son but when his mother brought him to the shop one day the boy didn't know Van.

* * *

Married

Edna Jay Lindy of the Truck Shop comes to work lately with his finger nails neatly manicured and red polished. He was married August 30th to Miss Lula Townsend. Thanks for the cigars (not received).

* * *

E. Edwards lost a bet to Roy Blaize on the Baer-Louis bout and had to give Roy two rides around the shop in a wheel barrow. On the first round Edwards, panting asked Roy to call off the second trip which Roy gladly did.

W. Jones, Watchman, is in the California Hospital for an operation.

J. A. Weller's mother passed away September 20th at the Queen of the Angels Hospital.

P. Villalobos bought a new Hupmobile and J. Mathias a 1923 Ford 4.

R. Allan traded his Studebaker truck for a tin rat trap.

C. Campbell laid off the first time in ten years to go trout fishing and he said he fooled the man on the boat and didn't get a fishing license. He got a piece of string and a hook and fished over the side of the boat catching seven trout.

J. J. Meehan is back at work after being off sick two months.

One honest man—Warren Brown says he knows absolutely nothing.

Bill Sweetingham's wife is visiting in Detroit. Bill has taken up painting as a pastime.

Most of the men in the Blacksmith Shop have bought second hand cars.

Must be because they have plenty of old scrap iron and wire to fix them with.

Hartley Nutter goes deep sea fishing spending from 4 a. m. till 9 p. m. catching one fish and the jack pot. His boat was towed to port with one of Uncle Sam's battleships.

The reason Charles Shelford gets so many rates to Catalina is because a young nudist comes out every morning at 2 a. m.

S. Van Amburg took a short vacation at home.

A. H. Lohr and family are vacationing in Old Mexico.

Joe Steenrod has the car of cars, a new Lafayette.

Herman Heuer is again on the sick list.

J. Giles is still on sick leave.

Fred Andrus' son drove from Seattle to Los Angeles in less than one day. I didn't know Dodge made aeroplanes.

Joe Snell as usual is the big winner of the Winding Room—taking \$54.00 on the Baer-Louis fight.

Ed Brimm drove to Lake Arrowhead in his Packard. Griff said he was near by to help him out in case he broke down or ran out of money for gasoline.

Ted Ormston spent his vacation in an air conditioned house in the San Joaquin Valley.

F. Carrillo must have had to collect a number of bets on the fights because he was an hour and a half late the next morning.

Cecil Conales and L. A. Johnson went dove hunting. Cecil saw one in a bush near the road and shot it. It was in a farmer's front yard and the shot scared the farmer's chickens so bad that they had to wait till after dark to get the dove because the farmer's wife sat out near the chicken pen with a large frying pan in her hand.

Vic Lee and Jack Bailey got 16 rabbits near Mojave. Al Dillinger got three doves and two rabbits while sitting in the shade of a Yucca tree.

Tom Tripney took a picture of himself and a large swordfish at Catalina. L. A. Johnson says there ought to be a law against anyone having pictures taken of fish that they didn't catch.

A. Kilgore's children took a vacation and started for Texas where men are men and not car whackers.

L. Brown spent a week at Monterey.

Chas. Shelford is vacationing in Honolulu.

H. E. Simson is on the sick list.

J. W. Gilliland, of the Carpenter Shop, passed away September 7, 1935.

L. Danforth and H. Gasink returned to work from one month's illness.

M. Bradley resumed weather bureau duties October 1, 1935.

H. Hutchens is visiting his father in Texas.

C. Rizuto has a new Plymouth.

Rex Guignard, a new Chevrolet.

Toothless wonders known as The Soup Brigade: Members Joe Geiger, Joe Aliveri, and W. D. Taylor.

Sorry to hear of the death of an old friend of the Shop Frank Goodman.

Did you ever have that homesick feeling, stranded in Santa Barbara with no funds and no gasoline? If not, see W. T. Reynolds, who should be able to explain this thrilling sensation thoroughly.

Rex. L. A. Johnson, W. Leisure and A.

Dillinger made a trip to the High Sierras for golden trout as usual. They had canned sardines for supper when they returned.



16th Street Coach

TOM CASEY

There are some more new men with the "Yellow." They are K. C. Baker, F. Castleberry, E. M. Cullins, C. H. Angel, C. M. Dowling, R. P. Groves, W. H. Porter, W. T. Richardson, B. W. Rose, C. H. Slater, and R. M. Stinchfield. Welcome boys.

A. C. Davis, on a thirty day leave, took a trip through the East and Southland. He visited the state of Virginia in particular but will be sorry that he did not bring home some of those famous hams.

D. Garner, I. H. McDowell and C. G. Clyner went deer hunting up in Plumas County and we just know that there will be some of that deer meat about when they return.

Conductor N. Gilmore says that his driver, C. S. Wise, has gone dippy. You will have to talk to Mr. Wise about this as we do not know the extent of this remark.

R. H. Groves had an argument with his garden hose and got thrown for a loss. He is still at home with twisted knee. We would like to know more about this because after all a hose is rather a harmless thing while left alone.

Some of the boys received cards from L. Nowak who went on a lengthy trip to Czechoslovakia. It is now about time that he was back on the job. The bench at Figueroa and Manchester has been put in good condition again.

S. Burke and V. H. Miller are on an indefinite leave on account of sickness. Good luck to you boys, and we hope that you will be able to come back soon and be in good health.

W. T. Gilson's father died on September 16th last after being sick for some time. We are sorry with you, Mr. Gilson, over the loss of one so beloved.

Wilbur Morse is back from the Rural Rest Home of Azusa and is living at the Boston Hotel. Let us pay him a visit.

Al Brehm had a ten day vacation but the fishing was not so good and Al was not entirely happy. However, he had a couple of trips that he enjoyed but not to the full satisfaction of the sportsman. And about the fight:—Al had number four in two pools. How do you feel about that, Al?

There is a baby at the home of R. F. Walton. Ardinus Harriet is the name, a lovely baby girl.

J. Kresge is promoting for a boxer that did not do so well. Jim has now learned the right course of training for him and his boxer will do better next time. See Al Brehm.

There is a loud speaker system installed at this Division and it was much needed to call some of the boys. There is also a new Philco radio which is very much enjoyed by all.

D. G. Danielson is making a collection

of school children's identification cards. Speak to him about it.

GARAGE

We have some new men to introduce at the Garage. They are J. Hopp, D. S. Sink, J. T. Fletcher and J. M. Davis. We extend a hearty welcome to them and hope that they will feel at home.

There are very few bachelors left at the Garage now. The one time strongest member of the band, Steen Parker has been overcome by a weakness, of a sort and is now steeped in the sublime bliss of matrimony. By the way—Thanks for the cigars Steen.

It has been noted to us that we forgot to mention about Bill Craig's new Plymouth. Bill went East this past summer and bought himself a new car.

Doyle Rishel is now driving a new eight cylinder job. It's a Pontiac.

W. "Tibbett" Weberg had his new thirty-five dollar green sedan stolen from him. It is whispered that Wally was not very proud of the car and did not exactly like to be seen in it while he was in full dress. Maybe the car felt slighted and like an ill-treated cat, just strolled away.

E. Graham and D. Fairbanks went on a deer hunting trip. They said that they would not come back until they got a deer and maybe that accounts for the presence of the new men.

John Keller is back from a thirty day trip to the East. Quoting John—"I enjoyed the trip. The country was beautiful. The people were congenial, and the beer was delicious, but it felt awfully good to get back to old California again. I'm a 'native son' now"—says John.

Harry Nordmark has invented an indoor, fireside, football game that has proven a real success. It looks like prosperity for Harry and he is worthy of it. We wish him much of the best that can come of such a thing. Look for "Touch Down" at the major stores.

J. O. Doerr is leaving us for another walk of life. He is going to Denver where at the Capital College he will study Pharmacy, later to enter into business with his brother who is a druggist in Illinois. Plenty of success Jesse.

The "Very Reverend" Dean Ovard is all robed and ready for the races.

"Bonito Salassie" Buchan is a trifle worried about the conditions in Europe.

Attention Ovard, Jackson, Powell and others! You can boast all you want about your automobile economy—your many many miles to the gallon and the quart—but you can't beat this one. Kenneth Holmes, son of G. Holmes, of the Store Department, drove from Monterey Park to San Diego and return without using any gas or oil. In fact he used no rubber or no anything. He drove a horse.

When "Rattlesnake" Welch can't get the snake he will at least get rattlesnake watermelons.

An enjoyable hour of entertainment can be had at the Luxor Bowling Alley on Vermont street a little north of Vernon on every Thursday evening at six-thirty. The boys from the Garage have made up a bowling team known as

the "Transit Employees" and they play a very good and exciting game. It is nice to have support, however, and we want to see a crowd out there every Thursday night. You will enjoy it—go out there and see the game. For particulars see Doyle Rishel.

A. Marsh of the Store Room caught a twenty-six pound "Yellowtail" off the Catalina coast last month that was the largest to date. Marsh won a five fifty "pot" and a free pass. The fish was on show at the New York Hardware store at Sixth and Main streets

"Fireman Wimpy" Lingford has been transferred to the Third Shift in exchange for E. D. Webb who is now running the service station.

E. Graham can be found on the Day Shift.

Mr. and Mrs. Parker were presented by the boys with a very beautiful set of dishes and an automatic toaster, as a wedding gift. They were very thankful.

J. R. Summers, little seven year old son of J. Summers broke his collar bone in a fall at school last September 12th. Five weeks previous to that time he had been playing "Goat" on the back fence from which he fell and broke his arm. We hope the lad will not be any the worse from these mishaps, and will be well and about soon.

We are in sympathy with J. H. McCornack over the loss of his father who died suddenly on Thursday night, September 19th. "Mac" got a call the following morning and left immediately by plane for Cromwell, Iowa, the place of family residence.

Joe Crawford refused to wear a mask saying that a good catcher didn't need one. He catches with his nose and isn't it a beauty!



ELECTRICAL



WALTER WHITESIDE

J. R. Marshall enjoyed soups and ice cream during the past month, or hasn't he told you about his operation, he having his tonsils removed.

Frank Greenlaw had to spend time away from work due to illness.

W. E. Conway ran a sliver into his hand while cleaning high line insulators. When he attempted to pull it out a piece broke off. W. E. didn't know it at the time but found out a couple of days later when Doc had to cut it out.

H. B. "Curly" Runyon took two days off to practice setting up an umbrella tent, then visited Yosemite Valley and other points in the High Sierras.

O. J. Moser is to be congratulated upon his appointment to the office of Commander of the 17th Congressional District, Veterans of Foreign Wars, Department of California.

Another year having passed, Foreman Dick "Juanita" McDevitt enjoyed a vacation at Redondo Beach. He stated that the climate was better than he had hoped for, the fishing not so good, the bathing was swell, and the water up to his expectations.

The Line Department is sure blessed with deer hunters, but so far no one has been able to produce. The latest failure being Sam Underhill. Better luck next time Sam.

Carl Ingraham hearing that times are fair, took in the San Diego and Pomona Fairs, then topped them off by a trip to Northern California probably to take in the State Fair.

Jessie Howell spent a very enjoyable vacation riding horses at Lake Arrowhead. It has been rumored that she was on her honeymoon, but so far no confirmation has been had. Come on, Jessie, fess up.

Governor Tex Johnson of the Transit Employees promises big things for the boys if they will only co-operate with him. He also states, "Don't forget the two bits." Scribe note—(Not a paid advertisement.)

SUBSTATIONS

C. W. Francher traveled to Yosemite Valley to view one of the wonders of the world. He also visited the beaches on his return.

No one has been able to find out how Frank Skelly spent his vacation this year.

R. A. Horn took in all the beaches and reports a very fine time.

George Gouge believes in doing things the hardest way and getting the least results. After driving to Mono Lake he hiked five miles to catch only five fish. He sure would have some walk ahead of him if he ever intended to catch the limit.

W. Rhoads ought to know something about the city now, after spending his vacation in town.

Frank Flynn took in Yosemite Valley on his way to Frisco.

G. Sherrill went deer hunting but haven't heard of the results as yet. Maybe he should have taken sharpshooters MacMillan and Bass along with him.

Russell Mac Millan jumped into his car and started out. He landed in Provo, Utah. Seems to me he has done this very same thing before.

M. T. Lander heard so much about conventions that he thought he would investigate, hence his attendance at the Legion Convention in St. Louis. When he returns he probably will have some good tales to tell.

W. G. Clardy decided he didn't have enough vacation, therefore he took five days off to travel to Phoenix and the Boulder Dam.

Benny Lerit took a trip to San Francisco, then spent the rest of his time around home. He very nearly took a fatal matrimonial leap, but rallied and bought a very fine stone instead.

Merle Smith enjoyed a trip to the northern part of the State, stopping off at Sequoia National Park.

Have you met the "Flower Kings"? They are none other than James Rose of Melrose and Walter Reece of West Adams. James holds the distinction of having the nicest asters this year, and Walter the nicest dahlias.

H. Lawrence, desiring to find out how the rest of the world lives, took in the San Diego and Pomona Fairs. He also got a taste of how it feels to bet on the ponies and win.

ELECTRICAL CONSTRUCTION AND BONDING

Harl France is now a "hill-billy" having moved to Sunland.

Nels Lane says that Dick Payne, the Mayor of Sunland, has a movement on foot to change the name to "Payneville."

Carl Brown, bond tester de-luxe, camped along the water front for a week. He took along his newly purchased hound for protection from the mermaids.

Nick Lacasello is a fisherman and then some. If you don't believe this ask Pete.



R. E. RUSSELL

The Dispatcher's board is now open twenty-four hours a day. Srack on the Day Shift, Tudor on the Afternoon Shift, and Newen on the late Night Shift.

(Pinky) Newen has just returned from his vacation and reports a wonderful time. He tried to hurry it up by tearing off two days off the calendar at a time but was not very successful.

Sunset Boulevard operators are very anxious to know who the Wilshire operator is who has a perfect accident record. It is rumored that he carries a rabbits foot for protection against accidents. Chas. Dummer said he didn't need it for accidents but would get one if it would be a protection against snakes.

At last we have a coach operator who got a deer. R. A. Renstrom got a nice buck this season weighing about one hundred and twenty pounds. Dispatcher Srack is his witness as he had some of the meat.

Both the Motor Coach Co. and Coach Division men attended a joint meeting at the Virgil Garage September 25th and 26th and listened to Judge Scott and Judge Dawson, both of whom talked on the subject of "Traffic Violations" and their plans for reducing the accident toll. Better watch your step fellows and wait for the second bell. A traffic bell is far pleasanter to listen to than the dinner bell in the city hoosgow. Nuff said, but incidentally don't forget what Capt. Gunn said on the same subject.

MECHANICAL DEPARTMENT

At last Hank Thompson got a deer. After shooting over and under he at last hit in the middle. It was a nice three point buck weighing around one hundred forty pounds. Is Hank proud or is he?

Mr. and Mrs. Olinger are expecting an arrival at their house in the very near future. Congratulations George, we are waiting for the cigars.

Howard Wallace went back to his home. His home town is called Bare Springs.

Ever hear of it? Howard says it is a real town.

It is reported that Lew Powell went East to meet his wife. We will have to check into this and see if he brings back the same one.

Dewey Whitlow's deer hunt resulted in no deer but lots of poison oak. He had better hunt in the open and not the brush in the future.

Geo. Rapp is developing into quite a fisherman. He goes real often. He has decided to purchase some tackle of his own because he almost lost the borrowed tackle he was using. It belonged to Henry Foresberg who would rather lose his right hand than that tackle.

Mr. Sterigere, our painter, fell into a grease pit at a Shell station the other evening. He had had some car trouble and was trying to get to the rest room to wash his hands. No injury resulted.

Henry Foresberg is still trying to catch a mess of yellowtail and to date his luck has been the same as in the past. Just three fish each time. The Mechanical Department has suggested that he try another place.

Jonny Tretow has no news to report. For some reason he is very quiet.



F. F. ROBEY

DIVISION ONE

"Kenny" MacDonald visited Colorado during his vacation and reports having a good time. The speed cops don't seem to be so wide-awake there.

Tom Lambert spent his vacation following his usual sport, trout fishing, and bagged a lot of good big ones. But you should have seen the one that got away.

John Glynn, the young 'un, traded his old car and got a Ford V-8. He really goes to town now.

Billy Slade is spending two weeks among the big trees. A post-card here says he is having a swell time.

The night crew at Division One were shocked to hear of the death of Jim Gilliland, a former workmate. Their deepest sympathy goes to Mrs. Gilliland in her great loss.

Clay Heywood and family left on a two weeks vacation, with friends, touring the northwest.

Lee Sherrill returned to work from a two weeks vacation, feeling fine. Lee says he and his family had a very enjoyable time.

DIVISION TWO

Watchman W. J. Jones is at present in the hospital awaiting an operation for an old ailment. We wish him luck and a speedy recovery.

Inspector W. S. Gregory is all smiles now. He carries a little gadget in his pocket to quickly repair the next H4 car that locks brakes down town.

W. S. Cohn spent a couple of days hunting near Bakersfield. Sam didn't blame the gun or his eyes. No, sir, some

one else had chased all the doves out of that country.

Several of the boys, who have been helping the Shop during the rebuilding program, are now being transferred back to their old Divisions and jobs. All hope another big job will come along soon.

On the morning after the Louis-Baer tangle, George Ramsey was like some others—"I thought so, but I bet on the wrong man."

Chris Christopherson became a proud grandfather a few days ago. The mother and nine pound baby girl are reported as doing nicely.

DIVISION THREE

Sam Rossneck neither denies nor confirms marriage rumors. Anyway no cigars yet.

Jack Fletcher has been transferred to 16th Street Garage. Good luck, Jack.

A. Pabst and W. Houston have had their vacations and returned to work. Both still single.

George Treener took a few days off to superintend the rebuilding of his home.

H. Sparks, W. Wickwar and Bud Lacy have all moved. Sparks and Lacy off the "5" Line, and Wickwar out towards Pasadena, from Watts.

A. Roman, L. Boyer and H. Wescombe were seen in San Diego, near the Fair. Said they were going fishing.

DIVISION FOUR

Foreman W. W. Aldrich and family had a very enjoyable time spent at Pomona Fair this week-end.

C. C. Furrer also attended Pomona Fair.

E. D. Webb returned from a vacation spent at San Diego fishing and reports some good catches in yellowtail.

T. Watts also went fishing at Huntington Beach. This time we saw the fish—both jew fish. Weight without the scales—fifteen pounds each.

* * *

Married

R. W. McManus, Car Cleaner on Day Shift, informed us of his marriage to Miss Thelma Elliot Brainard of Los Angeles August 31, 1935. Congratulations to you both.

* * *

N. Veal, Janitor, is on the sick list. Hope to see you back to work soon.

Miss Nina Wright reports a very enjoyable time spent over the week-end at Pomona Fair.

Mrs. E. Smith has had an enjoyable vacation. Spent most of time around home.

C. C. Parker is on an extended trip, visiting relatives in Texas and Chicago.

Shelby Brown and family enjoyed the week-end at the San Diego Fair.

DIVISION FIVE

J. W. Davis and P. B. Booth are still on the sick list.

F. E. Dudley, Sr., is going north on his vacation. It is possible that he will get as far as "Doc" Mullins' in Roseberg, Oregon.

W. A. Elmsblad is telling all the boys that he just "stole" Ralph Nokes' Essex. Yeah! The same one he drove to Kansas.

M. L. Graham reports a smashed fender on his new Ford V-8. Hmm—must have hit something.

George P. Macqualter also reports an

accident, or was it? He drove his new Dodge in the garage, with one door open. Did he find a red check over his locker door the next morning?

W. F. Ellis is still trying to figure out some way to keep his Pontiac from boiling. Better see Ralph Wilson, the switchman.

Foreman I. C. Gordon returned from his vacation two weeks ahead of time. Says he feels fine and is all set for another year.



H. I. SCHAUBERT

The sympathy of the Track Department is extended to George Hammon on the death of his wife.

Elmer Mitchell has returned to work following his recovery from a broken ankle.

Frank Bache is to return to the hospital for another operation on his eyes. Here's hoping for a good job this time, Frank.

Elmer Rench, oiler, is recovering from his recent accident and is now able to move around by the aid of a cane. He was struck by a hit and run driver while working at York and N. Figueroa.

Charlie Kincaid really took a ride in that new machine of his during his vacation. He visited Yosemite, San Francisco and the San Diego Exposition. All in one week.

Carle Heffington and family, also went on tour. He started for a trip over the Redwood Highway but the heat and mosquitoes turned them back at Ukiah.

Frank Bradley has returned from his trip to the scenes of his boyhood. He says that the trip through the Carlsbad Caves, in New Mexico, was the most wonderful experience in his life. He visited the Black Hills where the people don't know that a depression ever existed. Finally winding up in Wyoming, where he used to be a cowboy.

Charlie Smith and Bill Fisher are winding up the vacation season with a hunting trip to Truckee. Charlie left first, probably to stake out a deer for Bill.

Caryl Thompson liked his vacation trip to Kern River so well that he made the trip over Labor Day, bringing back a limit of trout.

When Austin Fleetwood, Charlie Plume and Charlie Shelton were packing for their recent hunting trip they found a stowaway in Fleet's trunk. None other than Lil' Jimmy Watkins who really had a yen to go along. Charlie Shelton was the lucky one on the trip, bringing back a four point buck.

Andy Egan, of the Engineering Department, recently bought a new home and after the deal was completed found out that there was no basement. You really don't need one now, Andy, you can get swell stuff pretty cheap.

* * *

Married

Robert Gain, welder, was married on September 22 to Miss Murdesta Murdock.