

TWO BELLS



The Old, True Things

The old true things, and simplest,
I am sure they're still worth while;
That they help us hold our balance,
That they help us sing and smile.

They are rock in days of sadness;
They are iron to hold by here
When our hearts are touching madness
And our souls are lost in fear.

They are sunshine when we need it,
They are bloom and fragrance, too;
They are beauty mid the shadows,
They can turn the dark skies blue.

Just the old true things and simple,
Chains that save and hold us tight
From the wreck of age-old struggle
And bring back the faith and light.

—Baltimore Sun.



New Demands Met by New Schedules

By H. A. PERRYMAN
Superintendent Traffic and Statistics

For some time past there has been difficulty in making the schedule, the a general upward movement in the trend of the industry and business of the nation. In its earlier stages the movement was scarcely noticeable, but as each month has gone by and the gains have become more pronounced, greater hope and confidence has been restored, until finally the worst of the depression has been left behind, and with brighter economic skies overhead we see a clearer road to follow.

Evidences of the revival of industry and business are apparent on all sides; no longer is it necessary to quote abstract figures to convince ourselves that conditions are better.

In anticipation of a greater demand for merchandise and increased purchasing power, new places of business are being constructed in suburban areas, and in the downtown district many buildings are being rejuvenated by having their faces lifted.

To provide convenient and economical transportation for a great deal of this activity is the one essential function of the Los Angeles Railway.

With the constant changes and increases in the volume of travel and the general movements of people, new traffic problems arise from day to day, which must be dealt with promptly and effectively. If it is clearly indicated that new schedules are required they are prepared and put into effect.

New schedules have been prepared and are already in effect on several of the major rail lines, others are in preparation and will be put into effect shortly.

Schedules are not built on the opinion of any one individual. The preparation of a new schedule requires a great deal of research and basic information which is gathered from practical operation and from those who are fully acquainted with the actual conditions existing on the lines.

Suggestions and recommendations for the improvement of service on any line are invited at all times. All suggestions are carefully considered, but owing to the complex nature of schedule building all suggestions cannot be acted upon. In recent months a number of recommendations from trainmen have been received and several of them incorporated in the schedule.

Schedules are prepared to provide a running time that can be reasonably performed without undue stress or strain on the part of the operator. The efficient operators will have no

speediest operators will of course have to guard against running ahead of time, whilst the few who are not quite up to the mark will find themselves hard put to it until they have become proficient.

After a schedule has been put into effect it must be rigidly followed, except when emergencies arise which make it impossible. If it is found that it is impractical to follow the schedule the schedule will be changed to meet the existing conditions.

A little reflection will show that schedules cannot be built to suit the requirements of individual operators. In transportation, as in all major industries today, the man must fit the job, the job cannot be made to fit the man, except in a few rare occasions. Running time built to suit individuals would of necessity result in irregular headways.

It has been stated many, many times before, and it cannot be stressed too often, that one of the essential qualities of good transportation is regularity of service. The new schedules that have recently been put into effect have been prepared so as to provide, in addition to increased service, increased protective time, so that regularity of service can be maintained.

These schedules are more costly to operate, and on the success of their operation depends the development of schedules in the future.

New Downtown Crossing

B. H. Eaton, Engineer of Way & Structures, is installing a four unit silent crossing of his own design at Ninth and Broadway. This crossing is similar to the one installed at Eleventh and Broadway.

Crossover Relocated

The Maintenance of Way and Structures Department has installed a new crossover on West Adams between Victoria and Somerset to replace the one removed at West Adams and Arlington, the new location being more desirable.

A new crossover has also been installed on Broadway between 52nd and 53rd Streets replacing a worn out one.

Bandits Sent to Prison

By R. H. HILF
Chief Special Agent

In the March issue of Two Bells, reference was made to the arrest of two men, who had held up and robbed thirteen conductors and operators on our street cars during the latter part of 1935 and the early part of 1936.

This case had its conclusion in Department 42 of the Superior Court in the latter part of March, when these two bandits, George and Albert Acree, brothers, entered pleas of "Guilty" to the robberies and were immediately sentenced by the Court to serve terms of ten years to life in the State Penitentiaries at San Quentin and Folsom respectively.

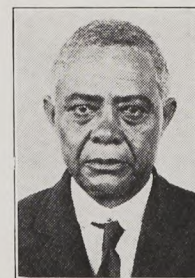
In checking over the property found in the possession of these men at the time of their arrest, it was discovered that they had the sum of \$71.12 in cash, 185 street car tokens, 6 changers, 1 leather changer holder and 1 Railway punch. They admitted having taken this property from our conductors and operators during their crime career and accordingly authorized its release to Special Agent Drummond who was representing the Company. This action was approved by the Police Department and by the City Attorney's office and all property in their possession at the time of arrest was recovered.

The money and tokens were turned over to the Auditor and the conductors and operators who had their changers taken were offered the opportunity to exchange their present changers for their original changers.

Much credit for the complete and speedy solution of this case is due Detective Lieutenants Devine and Mansfield and their brother officers of the Central Robbery Squad, as well as to Special Agent Drummond of the Company.

Remembered by Many

William Wells, Messenger in the Treasury Department and a veteran of forty-five years of service with the Company, was given a greeting card shower on the occasion of his seventy-fifth birthday, April 4th. Grace Pease of the Treasurer's office contributed one of her lovely poems.



Carburetor Repair Gang In New Location

By C. B. LINDSEY
Superintendent of Automotive
Equipment

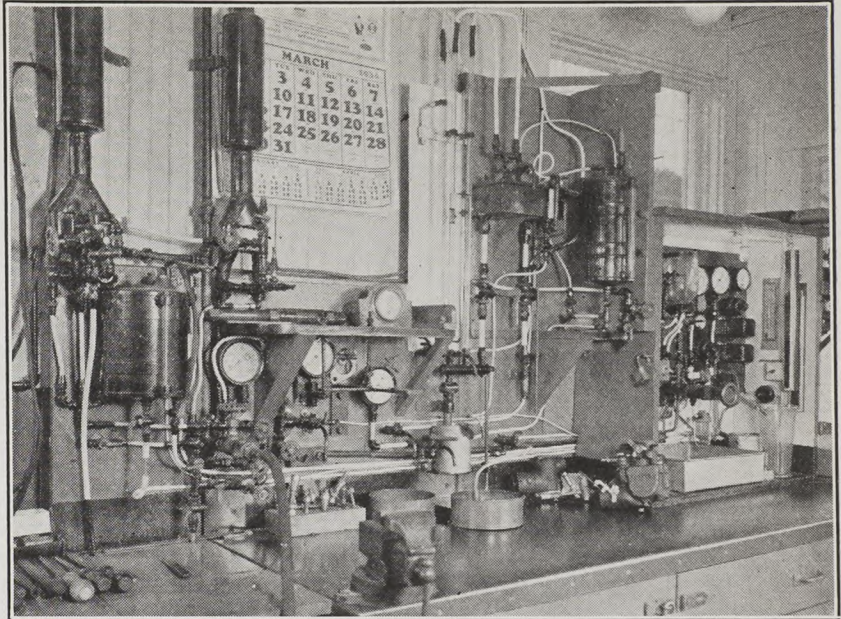
Formerly located in a corner of the Garage Machine Shop, the carburetor repair department, with the advent of spring, has been moved into the remodeled oil test shack adjacent to the proving stand where practically any kind of test can be made on motor coaches.

Lack of space in the Machine Shop, coupled with the loss of time in walking from the test bench to the coach in need of repairs, was responsible for the move and from the expression on the faces of R. Wildung and his gang it is evident that the new location has proven satisfactory.

In addition to all the various types of carburetors taken care of in this department, fuel pumps of all kinds, butane apparatus, automatic chokes, governors, etc., are overhauled, repaired and tested.

It is safe to say that there is no more important piece of equipment on a motor coach than the carburetor and the importance of correct adjustment can not be overemphasized.

Too rich a mixture, besides running up the cost of operation, produces a smoky exhaust causing complaints from passengers. A rich mixture also creates carbon and other troubles such as fouled spark plugs, etc. On the other hand too lean a mixture causes over-heating, "spitting" and back firing, loss of power and poor



Carburetor and Fuel Pump Test Apparatus

economy if the operator is forced to stay in gear or use the choke longer than usual.

Modern science has produced instruments which are of great assistance to the carburetor man. The gas analyzer, by which correct fuel ratio is determined from the exhaust, and the flow meter, to determine the amount of liquid fuel passing through the jets, are among the most important.

The motor coach fleet today averages 4.6 miles per gallon of gasoline with a monthly consumption of 150,363 gallons, therefore, if the fleet average was to drop one-tenth of a

gallon per mile the consumption would increase 3,676 gallons for the month and a large cloud would be seen over the carburetor department.

In the old days, when a motor coach was a converted truck, the carburetor had one or possibly two adjustments, while today the modern down draft carburetors, with which some of our coaches are equipped, in addition to having half a dozen jets are provided with accelerator pumps, economizers, air bleed ports and automatic chokes, thermostatically controlled.

The vagaries of our unusual California climate sometimes cause trouble for the carburetor boys as we may have one or two hot days in the winter when a light gasoline is used. This causes a condition known as "vapor lock" and often is the reason for an equipment failure when no other cause can be found. At the first sign of this trouble it is customary to remove all the hot air "stoves" from the carburetors which do not have thermostats. The next month will then be cold and wet and operators will say unpleasant things about the Garage!



The Carburetor Gang. Left to right, Walter Weberg, Arthur Leisure, Roland Wildung and Bliss "Doug" Fairbanks. The fifth member of the gang, Robert "Scottie" Crawford, the butane expert, was away somewhere butaning and didn't get in the picture, much to our regret.

Our Sympathy Extended

All the friends and co-workers of N. H. Greenwood, Stationer, wish to extend their sincere sympathy to him in the loss of his mother, Mrs. Minnie B. Greenwood. After about three years of illness Mrs. Greenwood passed away quietly and serenely on March 23rd. Interment was at beautiful Westwood Memorial Park.

Mr. Greenwood has asked Two Bells to express his deep appreciation for the sympathy extended to him and the many acts of kindness shown him.

Rules Are Made to Guide Us

By JOHN COLLINS, Supervisor of Safety

It is recognized that habit has to do with about ninety-eight per cent of our lives, and this fact is most important as it pertains to our work.

For some considerable time we have been trying to sow the seed of correct operation. While doing this work we have found, among other things, that some men have developed the habit of ridicule to the extent that it interferes with their acquiring a new idea. We also find men who think the world has it in for them, and their minds are only fertile to things of a destructive nature. We find the "foxy" fellow who always succeeds in out-foxing himself, and there are men whose lives seem to be governed by selfishness, and who do not care what happens to others so long as they are able to just get by themselves.

The selfish men blind and bind themselves to an idea that constantly causes failure. They gain for a while, then are beaten down and held to a certain level. They save, and something happens that takes all their savings, and even leaves them in debt. Such men seldom change their minds—therefore, cannot change their conditions, and are finally caught in the trap they have been setting for others.

We should never forget that no man ever gained lasting success except by doing something for others, or upon the basis of service to his fellow man. We sow the seeds and have rules to follow for their proper cultivation and growth. The man who gets into trouble because he failed to observe these rules will tell you that he has been doing the best he could, knowing at the same time that he never did the best he could for just one day. With this type of man it is seventy-five to one that he has never even looked between the covers of his rule book, after being accepted by the Operating Department.

Rules are made to guide us in the way to keep out of trouble, and are built upon the bitter experiences of other men. If you do the things which caused the rules to be made you are certain to meet with the same bitter experience, for it is only when a man fails to observe the rules that he gets into trouble, and for this reason it is necessary to employ other means of discipline before things get beyond control, and spread to the whole organization. It is easier to form the correct habit of doing this work than to form the incorrect habit, and the correct habit, once formed, is as hard to break as it would be to break any other habit.

We are all of us born to a far more simple life than that in which we find ourselves, but, due to our mental hook-up, we can adjust ourselves to conditions and do far more than we are ever likely to be called upon to do, but if practice did not make perfect nor habit economize, the expense of nerve and muscular energy would be more than we could stand. If a repeated move did not become easier after being done several times, we would be single-tracked, having to perform each act by a conscious effort separate from and with no connection to a previous act, in which case there would be no progress made in anything—we would be held to a few simple moves, each requiring deliberation, and this would mean a very disagreeable life.

A new man in the service will acquire certain habits, either good or bad. He will favor the Instructor who interferes the least with his habitual method of doing things. There are men who have formed the habit of changing from one thing to another so often that they do not know where they are, and neither do we—you can place no confidence in them.

Sweet Pea Expert



They grow 'em big and beautiful in the sweet pea gardens of Conductor and Mrs. L. Volner, at their home on Argus Drive. The picture shows only part of this wonderful growth, and their numerous friends can testify as to the fragrance of these beautiful blooms. Imagine a frame twenty-four feet long by twelve feet in height, completely covered. That's raisin' 'em!

New Coach Service

The Los Angeles Motor Coach Company will install a new line during April, to be known as "89-Fairfax Avenue Line" and operating over and along the following route:

From Hollywood Boulevard and Vine Street, thence via Hollywood Boulevard, La Brea Avenue, Sunset Boulevard and Fairfax Avenue to Pico Street.

Application has been filed by Los Angeles Motor Coach Company for a new service on West Third Street which, if authorized, will be combined with the present Olympic Boulevard Line of that company and will be known as "88-Olympic Boulevard and West Third Street", to operate over the following route:

From West Third Street and La Brea Avenue, thence via West Third Street, La Cienega Boulevard, Beverly Boulevard, Santa Monica Boulevard, Beverly Drive (in Beverly Hills), Olympic Boulevard, Muirfield Road and Wilshire Boulevard to Rossmore Avenue.

If possible these two new services will commence operation on the same date.

A. O. Adams Passes

Albert O. Adams, for over thirty-one years Tax Agent for the Los Angeles Railway and the Huntington Estate realty interests, passed away suddenly at his home in the evening of Monday, March 16th, from a heart attack.

Mr. Adams was born in Kentucky but came to Los Angeles with his parents more than sixty-five years ago.

He was a member of the Tax Assessors' Association, and was widely known throughout California as an authority on tax matters.

Surviving Mr. Adams are his widow, Mrs. Bee Adams, and a daughter, Mrs. Margaret Johnson of San Pedro. He also leaves a host of friends who will sincerely miss him.

Our Sympathy

We all wish to express to Mr. Van Vranken, Manager of the Coach Division, and his family our deepest sympathy in the loss of his sister, Mrs. Marcia V. Briggs. Mrs. Briggs passed away on March 13th at the age of seventy-two, after a lingering illness. A beautiful service was held at Forest Lawn Memorial Park, which is to be her last resting place.



Basketball Smoker given at Division Three Saturday, March 28th.

In glancing down the left side of the first table, we see three members of the victorious Division Four team, K. E. Weaver, C. M. Hedger and M. D. Livingston. Next is A. E. Vejar, Manager.

At the lower end of the table are S. T. Cooper, C. J. Knittle and L. L. Wimberly. On the right side of the same table are C. W. Boyer and F. Whitcomb the other members of the winning team and sitting next are C. S. Richardson and J. J. Cresto, Division Four substitutes.

At the center table, left side, we see George Ferguson, Stuart Neary, Bill Mott, Danny Healy, Louis Recappe, Bill Morgan, Fred Mellentin, Howard Jones; on the right side of the table, F. Van Vranken, Bob Pierson, Sam Nock, Ernie Dye, Jim Madigan, there for himself and representing T. Y. Dickey who was ill; C. O. Morse, Bill Snyder and Sam Wood.

Standing at rear, at the left is Harry Gilmore, the new President of the 1936-1937 Basketball League and W. H. Hollenbeck, President of Transit Association. The five white coated gentlemen make up Leon Sweet's Orchestra.

Among the wallflowers at extreme right are George Goehler, 1935-36 President of the Basketball League, and Roy Platner and Fred Mason, of Division Five.

Unfortunately Division One's contingent had not arrived when the picture was taken.

Trophy Presented at Banquet

By C. J. KNITTLE

When Superintendent George Ferguson, who planned the Basketball League's Banquet, asked me to cover the affair for Two Bells, I felt complimented, indeed, because if my ability to write came anywhere near Mr. Ferguson's ability to entertain, I'd be covering the waterfront for one of the overstuffed dailies.

My swelled head had hardly shrunk down to it's natural diameter when the big night, Saturday, March 28th, came around.

For once in my wasted life, I was going to be on time but imagine my surprise to find that over half the guests had beaten me to it. So to begin with, ladies and gentlemen, that gives you a fair idea of Mr. Fergy's drawing power.

The large assembly hall on the second floor had been converted into a handsomely decorated banquet room and Leon Sweet's Transit Employees

Orchestra was blasting forth with "The Music Goes 'Round and 'Round." Everyone seemed to be in the right spirit for a rippin' good time. The room was handsomely decorated with American flags. Red and green lights and streamers obscured the ceiling.

Harry Tuttle's catering crew were in the kitchen double-timing over steaming boilers, coffee urns and huge crocks of salad. As usual, Harry put on an excellent meal, splendidly served.

Mr. Fergy had intimated that the show might be pretty hot but I had renewed my fire insurance that afternoon so, naturally, I handshaked my way to a point as near the stage as my conscience permitted and christened myself "Si Perkins" in case the police interfered.

About that time, a large crowd of new guests arrived. The Two Bells photographer followed and the big party was on. Sweet and his pals had burst into that hypnotizing ballad, "Let Me Call You Sweetheart".

As the song was ending, Sweet clambered to the stage and megaphoned for all to join in the chorus.

We did and then Mr. Fergy called for each basketball team to sing it separately. A thunderous applause followed each number.

Then came the banquet proper and after consuming a major portion of the generous outlay of delicious vittuals, Mr. Fergy, fluently and tactfully, introduced the honored guests, the official party, and I'd like to name them here to convince the readers that the men at the helm of this great transportation system are just as human as you and I and really enjoy, not only good basketball games, but all clean competitive sports.

So let's take a trip around the speaker's table as Mr. Fergy introduces them:

F. Van Vranken, General Manager of the Los Angeles Motor Coach Company; R. A. Pierson, Superintendent of our Personnel Department; E. R. Dye, Manager of Transportation; S. J. Nock, Secretary-Treasurer; J. Stuart Neary, Legal Department; W. B. Mott, Superintendent of Meter and Mileage; Dan Healy, Chief Instructor; L. A. Recappe, Superintendent of Schedules; S. A. Wood, Chief Claim

Investigator; W. H. Snyder, Chief Supervisor; Charles Morse, Superintendent of 16th Street Coach Division; William Morgan, of the Way and Structures Department; L. L. Wimberly, Superintendent of Division Four and H. W. Hollenbeck, President of the Transit Employees Association.

The next feature, of course, was the after-dinner speeches and evidently my conception of such talks was all wrong because the first half of the speakers told scandalous tales about the speakers on the other side of the table and the second half unloosed the skeletons from the closets of the first half. The resulting laughter and applause rocked the building and was, no doubt, heard for blocks around.

I forgot I was a lowly peon, a token bandit, a trainman, a wage earner. These men of the official staff had thoroughly convinced me that nothing pleased them more than to get together at these little "blow-outs" with the trainmen and busmen and just be ordinary every-day fellows.

At this juncture, Mr. Fergy called for order and announced that Harry Gilmore of Division Three had been elected President of the Transit Employees Basketball League for the 1936-37 season. Doyle McClurg of Division Five has been elected Secretary-Treasurer and C. C. Jones of Division Five will be Official Score and Time-keeper.

Then came the stage show, three professional numbers from the 41 Club featuring Miss Jerry Rogers, violinist; Elmer, a clog artist and eccentric comedian and Sally Keith who presented the hula and the tassell rumba.

Mr. Fergy then introduced the members of the Division Four Basketball Team, the champions of the 1935-36 season, and Mr. Neary presented each of the eight men with a small, engraved, gold-bronze basketball, a gift from the Los Angeles Railway.

Mr. Neary then gave a brief outline of the history of basketball.

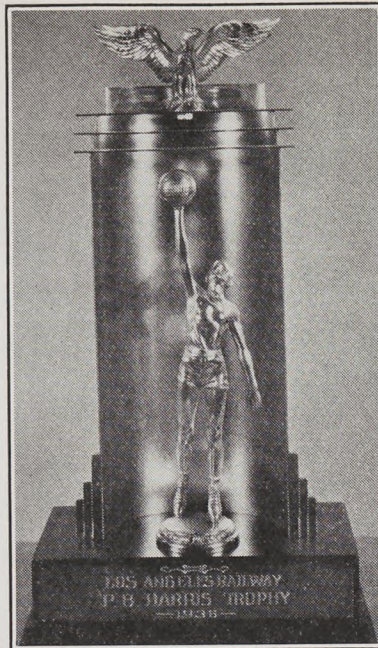
Following these remarks he turned to the Division Four Team again and, in behalf of General Manager P. B. Harris, who had been ill at his home for several days, presented them with the beautiful P. B. Harris Basketball Trophy. He then clasped the hand of each player and expressed his most sincere wish that they would have many more successful seasons.

The thunderous applause finally died down. Mr. Fergy was once more alone on the stage.

"Gentlemen," he asked, "did you have a good time?"

"Yes!" screamed a hundred and thirty-eight voices, as all joined in another volume of applause.

"Well, good night and good luck



P. B. Harris Traveling Basketball Trophy donated in behalf of the Company by our V. P. and Gen. Manager P. B. Harris.

to you all," replied Fergy, smiling.

The crowd slowly wended its way down the stairs and out into the night.

The evening was over but I was deeper in thought than when it began. What a fine fellow Mr. Fergy really is. What a lot of trouble he had gone to and not to fete his own team. No, it was to honor the team that licked his team so badly in the very last game. How could this be accounted for?

For many minutes I pondered and tried to analyze this unusual man. Suddenly, like a flash of lightning the solution came. What were the words of that little verse he had read up there? It was called "A Sportsman's Prayer" and in it was the solution, the real reason for Mr. Fergy's immense popularity.

Here it is, friends. If you don't know Mr. Ferguson, it may help to picture him in your minds. And if you do know him, it may help you to understand him even better for here is his code, the same code that was loved and lived up to by that great sportsman and beloved leader, Knute Rockne:

Dear Lord, in the battle that goes on
through life,

I ask but a field that is fair,
A chance that is equal with all in the strife,
A courage to strive and to dare.

And if I should win, let it be by the code,
With my faith and my honor held high;
And if I should lose, let me stand by the
road

And CHEER AS THE WINNERS GO BY.

Transit Employees Association News

The Transit Employees Association has sponsored and encouraged sports and entertainments among its members. Had any one who doubted the wisdom of this attended the banquet given the members of the basketball teams on Saturday, March 28th, at Division Three, by the Company, he would have been convinced of the necessity of such a program in order to make a success of the organization.

It was very pleasing to note the feeling of good fellowship that exists among the members. A number of the officials of the Los Angeles Railway were present and joined wholeheartedly in the festivities. It is evident that we are building up a closer relationship between the officials of the company and the employees.

We are gaining for this organization the complete confidence of the officials and in doing this we are better able to point out our conditions to them and in turn we will be able to see their side of the work.

It is absolutely necessary for our individual success as well as for the success of our organization, that the Company prospers financially and it is our duty both to ourselves and as employees to do everything in our power to assist. The one big item where we can help the most, is the accident cost. Let us cut down accidents.

The Transit Employees' Association will continue to sponsor sports and entertainments among our members because we know that results will justify such action.

If you are not now a member of the Transit Employees' Association, see the representative at your Division and get your application in at once.

W. H. HOLLENBECK, *President*

Welcome New Scribe

Once again we are called upon to introduce a new Scribe to our readers. as Charles H. Hardy, of the Garage, replaces Tom Casey as Scribe for the Sixteenth Street Coach Division beginning with this issue of Two Bells.

We regret to lose Mr. Casey but his work has increased to such an extent that he feels he can no longer spare the time necessary to gather news items at the Division.

Charles H. Hardy, a service operator at the Garage, came to the Company in October, 1930. He has made a good record for himself and is well liked by his fellow employees, so we may well expect the Sixteenth Street Coach Division column to continue to be as newsy as in the past.

Suggestion to Transit Employes of Los Angeles

A notable example of what may be accomplished by cooperative effort of all of us who work for Los Angeles Railway is the success of the recent campaign to defeat the jitney and bus propositions. The outcome was not only beneficial to the public, but also to ourselves.

Now for the suggestion. The number of accidents has been increasing lately rather alarmingly. Last year's record was the worst in the Company's history. Cannot your Association give especial thought and attention to the problem? That is what the manage-

ment is doing.

The executive officers have repeatedly stated to members of your Board of Governors that they are glad to deal with your organization in an orderly way through your chosen representatives. Such a relationship makes for closer friendship and a better understanding among us. Let us work together. If we direct our united efforts to better the accident record, success is assured.

Sincerely,

S. M. HASKINS, *President.*

Anniversaries

Topping our April anniversaries of employes who have been with the Company for thirty-three years or more, is R. A. Pierson, Superintendent of Personnel, who entered the service April 8, 1903. Two Foremen in the Way and Structures Department also qualify, E. N. Mackie, with the Company since April 3, 1903, and P. J. Jinks since March 13, 1903. H. M. Guthrie, Watchman, has been with us since April 6, 1900; F. F. Mennerich, Clerk at Division Five, since April 17, 1903; C. A. Plume, Derrickman, Way and Structures, since April 25, 1903; and W. P. Beck, Mechanical Street Inspector has been with us since April 28, 1903.

Retired Employes

At the meeting of the Retired Employes Association, held on March 17th, Mrs. Nora Weaver and John A. Kissh, representing the California Consumers' Conference, gave very interesting talks on all types of present day taxes. The members who were not present missed a treat.

For the next regular meeting of the Association, to be held on Tuesday, April 21st, President McRoberts announces that A. H. Harris, attorney for the Los Angeles office of the State Industrial Accident Commission, will talk on the different phases of the work of the Commission as it affects employers and employes.

Members of the Association are urged to be present as it will be another meeting that will be greatly to your advantage to attend.

D. L. GRAGG, *Secretary*

The whole Los Angeles Railway family wishes to extend its sympathy to Charles W. Jordan whose wife passed away on March 11th. Mr. Jordan is on the Special Roll.

Basketball Echoes

By C. J. KNITTLE

It may seem strange, ladies and gentlemen, after publishing the final standings of the Transit Employes Basketball Tournament in the last Two Bells, that we must pop up again with the results of two more games and a revised report of the final standings but here is how it came about.

On February 28th the game between Division Four and the Coach Division was stopped in the third quarter by the physical director.

Managers Vejar and Grode decided the game should be played over on March 13th. The Coach lads walloped the Division Four boys to the tune of 23-22, thereby tying Divisions Four and Three for first place with 12 games won and 2 lost each. This necessitated a play-off on March 20th which was won by Division Four 59 to Division Three 18.

FINAL STANDINGS

	W.	L.	Pct.
Division Four	13	2	.867
Division Three	12	3	.800
16th St. Coach	9	5	.643
Division Five	8	6	.571
Vernon Yard	7	7	.500
Division One	3	11	.214
Office	3	11	.214
Wilshire	2	12	.143

Promoted

R. C. Ashworth, for a number of years Valuation Engineer of the Company, was promoted on April 1 to Valuation and Tax Engineer and has taken over the work formerly under the supervision of A. O. Adams, who passed away recently.

Foremen

The regular monthly meeting of the Foremen and Supervisory forces was held in the Instruction Room at Division Two on February 14th.

W. C. Brown, Chairman, opened the meeting by referring to the regular notices that had been sent out, which stated that the subjects to be discussed were left open, and then called for volunteer responses.

H. K. Conacher chose as his subject, "Trolley Coach Operation" and read a very interesting paper on the advancement made in this form of transportation.

M. E. McCune was next to reply with "Modernizing Shop Machinery".

L. T. Crump followed with "Conditions Affecting Paint Life".

J. T. Watts came next with "Modernizing Brakes".

J. M. Cook spoke of "Magnetic Brakes" with particular reference to M-36 Brake Valves. The two latter subjects were illustrated by charts.

W. T. Reynolds gave us some highlights on "Social Welfare Work".

R. L. Guignard selected for his subject "The Trolley Coach—Newest of Vehicles".

F. T. Burchett reported the progress made by the Accident Committee and exhibited a sample of a proposed new Accident Board to be placed in the different Departments. He asked for suggestions from the group for slogans for use on this board. The Chairman announced that these slogans were expected to be in the hands of the Committee by March 21st.

J. E. STEENROD, *Secretary*

Purely Personal

We know that there are many talented people in the Los Angeles Railway, but the discovery of two astronomers was beyond our wildest hopes. J. H. McCornack of the 16th Street Garage and S. Bennett of the drafting room are building telescopes. We will have more about this next month.

Charlie Coover, our Main Building Mail Clerk, enjoyed the desert air at Banning for several days recently.

Bud Eaton and Les Sparks were out in Les' new boat Saturday and Sunday. Les says they were just trying it out but Bud says he was teaching Les how to run it.

By the way, B. H. Eaton's new boat, a 30 ft. Richardson due here about the first of May, will be christened "The Lary".

Charles Sterry, a member of the Claim Department, has recovered sufficiently from a recent operation for appendicitis to return to his desk again.



Division One Baseball Team. Front row, left to right: H. A. Smith, H. M. Ferguson, E. O'Neill, B. A. Johnson, A. J. McDonnell. Standing, left to right: H. C. Brentner, A. F. Hedrick, Manager, C. E. Green, R. B. Means, Captain, R. E. Dorsey and E. A. Sears.

Baseball

By C. J. KNITTLE

The Lary Leaguers are off to a flying start on their third season.

Regardless of the results which have thus far been tabulated we can only say that all the teams appear to be well organized. A few, no doubt, will improve rapidly as the season progresses. Each team has set aside one day in the week for practice.

Divisions One, Three, Five and Vernon Yard, with few exceptions, are using their 1935 line-ups.

March 15th

At 10:30 A. M.:	R. H. E.
Division Three	111 010 56—15 12 3
Division Four	000 012 20— 5 11 3

Batteries: Woodward, Barnett and Martin, Meek; Vance, Hipes, Hayes and Thorman, Hancock.

A good crowd was present for the opening game and really saw a contest for six innings. The Division Three boys suddenly cut loose and turned four hits, two errors and a base on balls into four runs.

The feature of the game was the heavy stick work of Division Three's outfielder, Triboulet, who collected a

triple, a double, two singles and a base on balls.

The game had to be called at the end of the eighth inning on account of running over the time limit.

At 1:30 P. M.:	R. H. E.
Division One	165 013 2—18 11 3
Coach	038 310 0—15 23 4

Batteries: Means, McDonnell and Smith; Gilmore, Ballard, Kinley and Jeffries.

The game turned out to be a slugfest with both teams battering the pitchers freely.

Both teams, with a little practice, have prospects of a good season ahead.

The Coach first baseman, Dummer, drove the boys deep in the field to retrieve two long hits.

March 22nd

At 10:30 A. M.:	R. H. E.
Vernon Yard	432 101 0—11 14 4
Division Five	432 040 x—13 13 3

Batteries: Georges, Burgos and Curfman, Sal; Huntook and Ryan.

Georges scored a homer for Vernon in the 1st inning.

Conley cracked out a homer for Division Five in the 2nd inning.

The game had to be called at the end of the seventh inning on account of a heavy dust storm.

At 1:30 P. M.:	R. H. E.
Division Three	024 200 011—10 13 5
Division One	001 130 65x—16 15 7

Batteries: Wankier, Barnett, Woodward and Martin, Barnett; Means, McDonnell and Smith.

Triboulet continued his heavy hitting for Division Three while Sears and O'Neill each collected three-base hits for Division One.

The game was played in a cloud of dust which, at times, completely handicapped the players.

March 29th

At 10:30 A. M.:	R. H. E.
Vernon Yard	000 001 310— 5 11 2
Division Four	000 000 000— 0 10 3

Batteries: Burgos and Sal; Vance and Bell.

A well played game until the seventh inning when Vernon Yard's first baseman, Bramlett, cracked out a three-base hit which was the high spot of a three run rally.

Georges of Vernon Yard scored a homer in the eighth inning.

The feature of the game was the airtight pitching, in the pinches, by Vernon's star hurler, Burgos.

At 1:30 P. M.:	R. H. E.
Division Five	300 022 130—11 15 4
Coach	000 410 100— 6 10 9

Square and Compass

An attendance of eighty-five enjoyed the hospitality of our March meeting. The largest number present in many months.

President William H. Morgan sends his appreciation to all for the splendid turn out.

With dinner finished Dan Johnston, our Master of Ceremonies, was introduced and took charge of the entertainment.

Brother Charles W. Fricke, Judge of the Superior Court, was the guest speaker for the evening and gave an interesting talk on "Firearms".

We were glad to have with us Lester Drummond, Asst. Chief Special Agent.

Our Chief Dispatcher Jim Bodley was with us again. Make it a habit Jim.

J. W. McCullough of Division One was there. Don't forget the April meeting Mac.

Al Hitch of the Coach Division, one of our new members and formerly chauffeur for the Prince of Wales, had a jolly good old time. P. S. (Born in Montana).

Fred Jewett of Division Three was introduced and received a warm welcome.

Harvey Travis of South Park is with us again.

L. L. Hiller of Division Five answered the roll call. Where have you been keeping yourself, Tex? We've missed you.

G. H. Wright, another member from South Park, was seen enjoying the show, after being ill for some three or four months.

W. H. J. Hewitt, Division Five, was with us after an absence of a long while. Come again.

Where was Kelly Holmes?

Les Sparks enjoyed the dinner and show, but, who was looking after his cruiser? We understand that he has

entered it in the Los Angeles River Regatta.

Our old faithful, T. Y. Dickey, was with us again.

The Mechanical Staff of Division Four was well represented, and we welcome Mahlan Johnston, George "Al" Smith.

Jimmie Inman is so busy taming rabbits on his desert ranch, he cannot find time to be with us.

Charles "Poop Deck" Hardy, star actor and so forth, was also seen in the front row as usual.

We wondered why our Chaplain, A. G. Rex, looked so dejected. We understand that he has been a bachelor for the past week or so, Mrs. R. being away in Kansas on Convention.

The Club Degree Team under the able leadership of Phil Klingel Smith, participated in conferring the Master Mason Degree upon Brother H. W. Bailey, Supervisor, Transportation Department, on Thursday, March 26th, and about forty or fifty of the Club members attended. The Master, Brother Glenn Chessman, complimented the Club on its turn out and extended a cordial invitation to all members of the Club to be present on Thursday, April 16th, at Henry S. Orme Lodge, Pico and New Hampshire Streets.

Keep Saturday April 18th open, as it will be Past Presidents' Night, and it is hoped that all will turn out, and enjoy one of the biggest evenings of the year.

Notices will soon be sent out, concerning the big Vaudeville Show on June 6, 1936.

HOWARD F. BABB,
Publicity Director

For Sale

Five shares capital stock Inglewood Park Cemetery. Dividends quarterly. Room 601 Main Building, or Station 261.

21 Jewel Hamilton Railroad Watch. Reasonable. See E. L. Scholes at Stores Department, South Park Shops.

Gibson Plectrum Banjo. Rogers XXX Head. Faultless Case. Cost \$155. Used two weeks. Will sell complete for \$45 cash.

Communicate with C. J. Knittle, Division Four.

Bull's-eyes and Misses

The LARY Rifle and Pistol Club continues to be active in matches and contests. On March 8, an impromptu match was held at the Centinela Park Range between the LARY Silver Bullet Team and the United Artists Team. The match consisted of 30 shots all at rapid fire. There were only four members of the U. A. on hand and the scribe was drafted to substitute, which probably accounts for the fact that the LARY team won 980 to 967.

On March 22, we held a match that took up lots of time. There were five teams in the first heat and two in the second. These matches were regulation 25 yard National, ten shots slow, ten shots timed and ten rapid fire. The first match was all .38 caliber and the teams and scores were as follows: Huntington Park Constabulary, 1315; United Artists (with four substitutes), 1304; Southwest Ladies Team, 1251; LARY Silver Bullet Team, 1205, and Torrance Police Team, 1163. The second match was all .22 caliber between LARY marksmen and Los Angeles Motor Coach. LARY score was 1128 and LAMCO score 1100.

On March 29 a competitive shoot was held between the members of the Club to determine the championship of the Club for both .22 caliber and .38 caliber and also for the various classes of slow, timed and rapid fire. Following the shoot a picnic lunch was held in the recreation grounds for members of the Club, their families and friends. Members brought their lunches while the Club furnished the coffee, cream and sugar. This part of the day's festivities was under the very able care of Mrs. Denton Garner, wife of our Executive Officer. After lunch the regular monthly meeting of the Club was held for the purpose of transacting business. Results of the Club championship shoot are not compiled yet for publication.

'Sfunny what competition does to a fellow's shooting. I've seen fellows who will shoot 98, 99 and 100 on slow fire while warming up with practice who will drop to between 70 and 80 when in competition, ten minutes later. Others who are mediocre in practice will have outstanding scores in matches. Seem to get pepped up in contests instead of buck fever.

Any way the boys have lots of fun and good clean sport so come out to see us sometime. Most any Sunday if the weather permits.

LESLIE F. SPARKS, Secretary

(Baseball Continued)

Batteries: Misko, Lenninger, Nelson and Ryan; Gilmore, Seals and Coker.

Coach's right-fielder, Hargraves, smacked a homer in the fourth inning scoring Tudor and Spring.

Dossey of Coach knocked a three-bagger in the seventh with no men on the bases. Dossey failed to score.

LEAGUE STANDINGS

	W	L	Pct.
Division One	2	0	1.000
Division Five	2	0	1.000
Division Three	1	1	.500
Vernon Yard	1	1	.500
Coach	0	2	.000
Division Four	0	2	.000

News from the Sick

By R. A. PIERSON
Superintendent of Personnel

During the month of March, there were 24 employes confined to the California Hospital, which represents 263 hospital days. The cost of the hospital service was \$1,325.00.

W. J. Forster, Motorman, Division Four, has been off with a severe case of influenza, but is now improving and will return to work soon.

C. A. Kern, Motorman, Division One, was able to sit up for a few days then got a severe cold and had to return to bed. Cliff has had quite a time of it but we hope the worst is over and that he will soon be back on the job again.

H. Van Doorne, Conductor, Division One, had the misfortune to fall and fracture his collar bone. He is getting along nicely now.

M. C. McGivney, Safety Operator, Division One, had the misfortune to fracture his knee on March 5th. He is improving nicely but it is rather a slow process.

W. H. Thun, Car Repairer, Mechanical Department, who was injured last December, is making good progress.

P. L. V. Robert, Motorman, Division Five, is home from the hospital but advises that he may have to return for a major operation.

S. A. Ackerman, Car Cleaner, Division One, Mechanical Department, who was injured December 26th, is around on crutches and hopes to leave the hospital soon.

E. Kasal, Motorman, Division Five, who has been sick since before Christmas, remains about the same.

W. F. Bayley, Operator, Coach Division, was operated on recently at the California Hospital. He is now at home and getting along fine.

R. C. Robson, Flagman, Transportation Department, who has been ill for some time, remains about the same. It will probably be a few more weeks before he will be able to resume duty.

J. MacFarlane, Motorman, Division One, was operated on at the California Hospital for appendicitis, and about the time he was ready to go home he was taken down again with influenza. He is about ready to go home again.

H. W. Gibson, Motorman, Division One, was operated on recently for appendicitis. He is getting along fine and will soon be back to work.

P. M. Brewis, Conductor, Division One, is home from the hospital after a very serious illness. He is improving rapidly now and will soon be back to work.

G. W. Leslie, Motorman, Division One, spent some time in the hospital during the month of March. We are glad to report that his condition has

V. F. W.

Southwest Post No. 2828 announces their second quarterly dance to be held at K. C. Hall, 1131 West Manchester Avenue, on Saturday, April 25, 1936.

Comrade Hannon, of Division Five, who is the Post's new Chairman of Ways and Means, promises good music, prizes and refreshments as you like them. The usual admission will be 25 cents.

Keep the date in mind, make up your party and attend the best dance in town.

G. H. STONE,
Senior Vice Commander

improved.

W. H. Obear, Motorman, Division One, was in the hospital during March. He is still rather weak but is gaining slowly.

C. N. Reddick, Conductor, Division Four, was sent to the hospital on March 12th suffering with a severe headache. He is improving and hopes to be out again soon.

M. F. Kelsey, Motorman, Division Three, has been on the sick list since March 6th. We hope that his condition improves soon, as he has certainly had more than his share of sickness during the last two years.

P. C. Briggs, Conductor, Division Five, has been sick with influenza since March 11th.

C. J. Simmons, Derrickman, Way and Structures Department, who has been off since the middle of February, is improving and will probably be back on the job soon.

C. E. Stevens, Conductor, Division One, was operated on at the California Hospital for appendicitis recently. He is making a splendid recovery.

E. H. Lee, Car Cleaner, Division Four, Mechanical Department, is confined to the California Hospital. The latest report is that he is doing as well as could be expected.

L. N. Kelley, Operator, Coach Division, was operated on recently for appendicitis at the California Hospital. He is getting along fine.

We regret to report the death of two employes during the month of March, and the death of the wives of three employes. The two employes who died were covered under our Group Life Insurance Policy, and the employes whose wives died were members of the Wives' Death Benefit Fund Plan.

During the month of March, there were 186 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Veterans' Club

The next meeting will be held on Monday, April 27th, and will be for members of the "Order of the Sword." As usual there will be some very good entertainment after the regular meeting, and a bit to eat following that; this has become a regular habit. The ladies will be there with a few good home made cakes, and the Club will furnish the coffee, etc.

H. F. NELSON, *Adjutant*

Auxiliary

The regular meeting of the Veterans' Club Auxiliary was held in the usual hall on Monday, March 23rd, and we had a good attendance.

As there have been a number of new members added to the Veterans Club recently, we wish to extend to the wives of these new members, a cordial invitation to join our Auxiliary.

Further information may be secured by calling our President, Mrs. Helen Nelson, YOrk 1750.

Our next meeting will be held at Patriotic Hall, April 27th.

ELLA M. HOYLE, *Secretary*

Journey's End

Charles Augustus Cavin, Conductor at Division Five, passed away March 8th. He was born in Columbus, Ohio and entered the service of the Los Angeles Railway as a conductor at Division Four on June 25, 1914. He left the service in August, 1919 but was reemployed as a conductor at Division Two on January 12, 1920, later changing to Division Five on July 13, 1932. Mr. Cavin is survived by his widow and a daughter.

Notice To All Employes

The wife of George L. Stoddard, Motorman, Division One, died March 6th. Mr. Stoddard was paid approximately \$545.00 under Wives' Death Benefit Fund Assessment No. P-93.

* * *

The wife of Charles W. Jordan, of the Special Roll, died March 11th. Mr. Jordan was paid approximately \$550.00 under Wives' Death Benefit Fund Assessment No. P-94.

* * *

The wife of Robert H. Frampton, Electrical Repairer, Mechanical Department, died March 13th. Mr. Frampton was paid approximately \$550.00 under Wives' Death Benefit Fund Assessment No. P-95.

Deductions were made on payrolls ending March 15th and 31st.

R. A. PIERSON,
Superintendent of Personnel

Appreciations

Grateful acknowledgements for sympathy extended and for beautiful floral offerings sent them in their time of sorrow, have been received from: Mrs. Belle Hawkins Robinson; George L. Stoddard and Family; Mrs. Stella Cavin, Mrs. Helen Travis and Mrs. Carrie Lyonnais; C. W. Jordan; the Family of A. O. Adams; Fred Keller and Family.

Births

A few days ago Motorman J. F. Christensen of Division One lavishly passed out cigars. Of course we surmised what it was all about, so a question or two brought out the fact that it is a boy. He arrived on March 15th, and his name is John Frederick Christensen, Jr.

* * *

Motorman R. A. Gillis of Division One is the happy father of a little girl who arrived October 13, 1935. This item seems to have been misplaced somehow, but it is of sufficient importance to report it even at this late date.

* * *

Motorman W. F. Lloyd, of Division One, announces the arrival of a new baby boy at his home. The date was March 15th, and his name is William Morris Lloyd.

* * *

Conductor L. T. DeVol, of Division One, is happy over the arrival of a new little son at his home on March 12th. His name is LeRoy Thomas DeVol, Jr.

* * *

The papa-lation was increased by one bouncing baby girl on March 25th. Motorman C. O. Mitchell of Division Four announced the arrival of a daughter weighing seven pounds and six ounces. They have named her Carol Rae. Our congratulations and best wishes to the happy parents.

* * *

Lawrence Raymond was born to Mr. and Mrs. R. J. Gere at the Methodist Hospital on March 2nd. Mother and baby are fine. Mr. Gere is a Sixteenth Street Coach Division man.

* * *

Les Serabia of the Sixteenth Street Garage, welcomed a ten pound boy recently. Thanks for the cigars, Les.

* * *

Friday, March 13th, a bad luck day to some people, was an extremely lucky one for two young men at Virgil Division for on that day two new babies faced the world.



The Two Little Gardners. Dick and Bob, twin sons of M. A. Tudor, Dispatcher of L. A. Motor Coach Division.

Mrs. C. D. Kelley, wife of Sunset Conductor C. D. Kelley, is the mother of a fine seven and one-half pound boy.

Mr. and Mrs. Warren Knight are proud parents of an eight and one-half pound boy. Here's hoping he is a "Silent Knight" for papa's sake.

* * *

On March 14th, Mr. and Mrs. John Fulkman, were celebrating the arrival of an heir. The young husky tipped the scales at nine pounds and three ounces. Mr. Fulkman is also a Virgil Division man.

* * *

March 24th was a happy day for Motorman R. L. Wulfert, of Division Five, his wife having presented him with a six pound twelve ounce baby boy. Little William Emerson Wulfert and mother are doing nicely.

* * *

Conductor Johnny Thatcher, of Division Five, is all smiles, it being a seven pound, five ounce baby boy. It happened on March 21st and he is named after did daddy, John Calvin. His arrival makes Conductor Harry Gollar, of Division Four, an uncle.

* * *

It was payday, March 25th, when little Calvin Homer Ryan came into this world. He tipped the scales at seven pounds and four ounces, and his daddy, Conductor D. W. "Mickey" Ryan, of Division Five, says he's all Ryan.

* * *

Motorman C. E. Carlson, of Division Five, announces this arrival of a five pound baby girl. It happened on March 10th, and little Ann Karin is doing well. Mrs. Carlson is not feeling so good, but we all join in wishing her a speedy recovery.

Every one eligible to vote is urged to go to the polls on Tuesday, May 5th, and cast his ballot for the benefit of himself, his family and his future.

The delegates elected at this primary will choose the candidates from whom we will make our final choice in November, for President of the United States for the next four years.

It is not only your privilege—but your duty to VOTE!

Virgil & Santa Monica



D. S. COBURN

J. D. Marshall has changed over to conductor. It is rumored that his mustache can be seen and appreciated more while working the back end.

Operator P. P. Patterson had a narrow escape from serious injury on March 7th. He fell asleep while smoking a cigarette and his bed caught fire. His landlord aroused him just in time to keep him from being burned. He was able to report for work, although he was rather sick from the smoke.

The regular quarterly shake-up at Virgil Street has been postponed for about two weeks to allow time for the new equipment to arrive from the east. At that time service on the new Fairfax Avenue Line will be inaugurated.

Operator Kaufman would like to have destination signs installed on the rear of our coaches so that his passengers will know when they miss the right one.

E. B. Ramey has returned from the east. The trip proved to be a sad one as his father passed away while he was there. Our sympathy is extended to Mr. Ramey and his family.

Operator Renstrom's car was hit, while parked near the Garage a few days ago, and damaged considerably. He will appreciate any information regarding the accident.

The fountain lunch on the corner is now under the new management of "Glen and Verne". They wish to express their appreciation for the patronage of everyone at Virgil Division. They are earnestly striving to improve on the service and the quality of the food. Tell your friends about this convenient place to eat.

F. C. Garlow, Sunset Operator, sustained painful injury to his ankle a few days ago at Fifth and Hill Streets. While changing the destination sign he slipped from the front bumper and sprained his ankle.

Since the last issue of Two Bells we have the following new employes at Virgil Division: C. D. Bird, R. G. Finley, F. E. Landreth, A. W. McLeod, R. L. Teeter, B. F. Arnold, M. J. Smith, E. H. Holes, I. D. Iverson and W. J. Prine.

Operator M. V. Liles and wife recently enjoyed a trip to Las Vegas, Nevada. A highlight of the trip was a personally conducted tour of Boulder Dam. They were escorted through the project by Mr. John Eichley, of the Eichley Engineering Company of Philadelphia. He took them about one hundred feet into the mouth of the lower tunnel, into which a five story hotel building could be placed with ease. The enormosity of this project is almost unbelievable unless one is as fortunate as Mr. and Mrs. Liles have been in seeing it.

The contributions of news items for Two Bells are not being sent in as they should be. If anything of interest happens please let me know of it. It will help a great deal to make this column of interest to everyone.



Division One

H. N. COLE

Early one morning, Motorman J. H. Schrader was walking up to catch the 4:17 as usual, when a man whom he was passing, commanded him to "stick them up". Schrader turned round and in plain English told him where to go, and slowly walked away. Now the question arises, was he brave or was he too scared to obey the command?

On this particular morning, Conductor George Robinson decided he would drive down. So he had time to kill, and while he was killing it, he forgot one of the most important articles of a trainman's attire. When he called for his run, the sharp eye of Mack, the Clerk, noticed there was something missing in the picture, and that something was his collar and tie, so Conductor Robinson took a day off.

Several months ago Conductor Jack Boehm had occasion to have his car towed in, but he says now that is a thing of the past, as he has bought one of those fascinating 1936 Dodge coupes.

Motorman B. B. Parvin accuses me of attempting to change his name without consulting him. In the last issue his name appeared in the list of those on sick report, as E. E. Parvin instead of B. B. Of course we passed the buck by claiming it was a typographical error. Any way his name is still B. B.

Motorman L. W. Kern is scheduled to make an involuntary contribution to the upkeep of Orange County, at an early date. Just now he is wondering how much it will be. His offense is, or rather he is charged with, overloading his machine, having four on the front seat.

That dejected look that Motorman E. O. McKinney carried around for several days, was not due to a case of indigestion as one might suppose, nor was it because something had gone wrong while on duty. We all wondered and finally the truth leaked out. It seems that it was Bank Night at a theater where he and Mrs. McKinney sometimes attend, but on this particular night, of all nights they did not attend, and Mrs. McKinney's name was called, and not being there to answer, she lost the nice little sum of \$500.00.

Motorman M. A. Kilgo laughed at the idea of any significance being attached to Friday 13th, but during the day while he was working the "J" Line, when he was held up by trains three times on one trip, he began to change his mind, but after all when his day's work was done, he declared it was the end of a perfect day, and Friday 13th was just another day.

Motorman M. B. Stewart, who has been quite ill for several weeks, is back on his run again and is looking fine.

Glad to report the improvement of Motorman R. A. Kern, who has been confined to his home since the first of the year. We certainly hope to see him out soon.

We have been missing Motorman G. W. Lesley for some time, and just learned he is confined with a case of illness. Not serious, we hope.

We are happy to learn that Motorman W. H. O'Bear is getting along very nicely. He has been ill for a month or more.

Conductor Remington has been off for the past week trying to nip a severe cold in the bud.

At this time, Safety Operator M. D. McGivney is in the hospital on account of an injured knee.

Motorman A. L. Goodrich has returned from the first vacation reported this Spring. He reports a good time.

Weddings

Motorman F. P. Danna and Miss Lucy Martinez were married on March 14th. We take this method to extend our congratulations.

* * *

This is another late item, but none-the-less important. Conductor J. E. Vickery and Miss Jewel Selman were married on January 17, 1936.

* * *

We take this opportunity to extend our sympathy to Motorman George L. Stoddard whose wife passed away on March 6th.

By R. B. MEANS, Captain

Opening the 1936 Baseball Season, Sunday, March 15th, Division One Team eased out an 18 to 16 victory over the Coach Team. Errors and walks accounted for a majority of the runs scored. Division One outit Coach by 14 to 13, and also secured 16 walks to three for Coach. Means and McDonald did the pitching for Division One, with Smith behind the plate. With a few more days of practice, the boys hope to iron out some of the rough spots which showed up in the 7 errors charged against them.

Bring the family out to Vernon Yard some Sunday and enjoy the games.

Second Game Sunday, March 22nd

Coming from behind to score 11 runs in the 7th and 8th innings, the Division One Baseball Team beat Division Three by a score of 16 to 10 in the second round of play in Los Angeles Railway Baseball League. The boys pounded three Division Three pitchers hard, and if they keep hitting like they have in the first two games, they will be hard to stop.

The same battery of Means and McDonald did the pitching, with Smith be-

hind the plate. The only change in the line-up was Sears at short, who played a nice game, also getting two hits when they counted most.

Conductor E. R. Tomlin at last has recovered what was left of his automobile, which was stolen several weeks ago. It had been stored in a garage near his home all the while, but on the day it was stolen, it had an accident, a collision with another car in which both were badly damaged. Of course he had to stand the cost of repairing both.

Clerk J. O. McArthur took a week-end trip to some place, but where, we haven't been able to ascertain.

At the last moment we notice Motorman M. S. Jacobson walking on crutches and a lame foot was in evidence. Haven't been able to locate where and how the trouble began.



Division Three

L. VOLNER

The lure of the sea, combined with this beautiful Spring weather, proved too much for Motorman "Jimmie" Walden. Thus far this season he has been trying to hook 'em on two different occasions.

Several members of this Division enjoyed the two wild pigs which Motorman H. A. Sharp bagged at Catalina.

For some time during the past month, Motorman R. O. Yarger was off duty on the sick list on account of high blood pressure. While in Eagle Rock, on his run, he felt the effects of same and had to be relieved at the car barn. At this time, however, he is in good shape again and back on his run.

When he had finished his day's work, Operator W. A. Clark boarded a pull-in Line "L" car at Sunset and Broadway that was manned by a big-hearted crew, for they were kind enough to let Mr. Clark sleep all the way to the carhouse and when reveille was sounded Mr. Clark discovered he was at the extreme end of the barn—as the boys say, "up in the edge of Eagle Rock."

Weddings

We were informed by Conductor C. E. Dennis that he had taken a wife. For some time we thought this conductor acted rather strangely, but of course could not mention the fact. Did not learn the lady's name, but wish the happy couple the best of everything.

* * *

There is also a rumor about the assembly room that Conductor E. T. Middlecoff has made the leap. As yet the boys say they haven't seen any cigars, and no one would verify the statement, but if same is true he has the best wishes of all his friends.

Sometimes, in copying a run from the schedule boards, it is very easy to overlook some part of it, especially for one who has not had a certain amount of experience. Motorman E. H. Leese walked up to the window a few mornings ago and called for a certain run. Clerk Her-

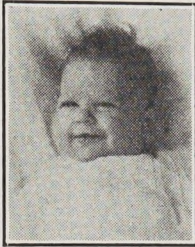
ter looked at him in amazement, knowing something was wrong, and asked Mr. Leese if he hadn't called for the wrong number. The gentleman was positive he had the right number, so Mr. Herter looked on the schedule sheets and told Mr. Leese to go back home and return in twelve hours, as the run he wanted pulled out at 4:41 P. M. instead of A. M.

Division Three Babies



Sally Jo Beth, age five months, daughter of Motorman and Mrs. O. W. Standifer of Division Three.

Sally Lee, age two months, daughter of Conductor and Mrs. J. A. Imae of Division Three



During the early part of March, Motorman G. R. Chapman was off duty for some time to have his tonsils removed. It is said he hollered so much and so loud at the races that he ruptured them.

In looking after his mining claim, Motorman C. L. Burroughs spent several days up in the northern part of the State, during the last month.

With the Irish the 17th of March is a great day, and in various ways it is celebrated. Each morning on one of our early runs, quite a large lady boards the car, and it is noticed she always has a big red apple in her hand, but on the morning of the 17th the lady carried a big green apple.

Motorman Abraham and family, and Conductor Meek and family spent an enjoyable time in the vicinity of Palm Springs recently.

During the evening rush hour there used to be quite a jam on the 'L' Line, and to overcome that tie-up, Clerk Herter knew he would have to have a perfectly good motorman, so Messrs. Baxter and Hellman were called to service. Everything is now working smoothly says Mr. Baxter.

Speaking of hard luck. Division Three tried to pick up a hot wire when they tackled Division Four's Basketball Five at the Lincoln High School on March 20th, but they had to let go in a hurry. And were the faces of our Baseball Team red when they left the field at the conclusion of the game on March 22nd, having been defeated by Division One.

To keep in the style, Foreman Robert W. Reid was off duty for several days on the sick list during the past month.

Manager Harry Tuttle of the Car Barn Cafe, accompanied by his wife and daughter, will vacation about Easter time at their cabin near Mt. Baldy.

Along the first of March Conductor P. E. Maze was called to Chicago on account of the serious illness of his father. We

trust that Mr. Maze, Sr., will have regained his health before the son has to return to duty.



Division Four

C. J. KNITTLE

Of all the events happening recently around Division Four, the one most vivid in the minds of many trainmen is the Association Meeting of March 19th.

First came the regular business. Then a movie was shown of the Money Counting Bureau and a little lecture was thrown in, describing the various machines and the work of the young women in the department.

It was a real treat to watch the shower of nickels, dimes and pennies come shooting out of the machines.

The second reel was called the Golden Shower. A skeptical expression was observed on many faces. Were we about to witness a shower of gold coins, too?

No, no, it was a Saturday night scene in a Fifth Avenue apartment. The leading lady was quite pretty and evidently not married because, skipping the butler, there were no men around.

As a matter of fact, we only supposed it was a Saturday night scene because the picture began with the young lady sauntering into the bathroom to take a bath and, if you'll excuse me, folks, we'll consider the meeting adjourned and follow up with the rest of the Division news.

* * *

Conductor E. E. Wilke informs us that his brother, Edwin G. Wilke, passed away with a heart attack on March 8th. Edwin was a motorman in this service for eighteen years but very few of us will remember him. He was employed in 1901 and assigned to Division One. Later, when Division Three was built, he transferred there. In 1919 he resigned. Among the conductors who worked with him were R. B. Hill, retired Manager of Transportation, E. R. Dye, present Manager of Transportation, and Eddie Williams, Superintendent of Division One.

He is survived by two brothers, Ernest and William, and one sister, Mrs. Grace Mueller. He was buried March 12th at Inglewood Cemetery.

* * *

The pep boys, Clerk Frank Ervin and Motorman D. C. Prettyman started their annual (private) bowling tournament March 7th. Frank was two games in the hole when this was written.

Conductor J. K. Lofton got a little swell-headed one recent Sunday and slipped into a ritzy restaurant for some high-toned chow. The menu, says Lofton, was baffling but he decided to try a Salisbury steak. Imagine his surprise when it turned out to be a hamburger steak without onions.

By the way, Lofton has traveled 65,000 miles (to date) in his lily-white whoopee. 10,000 more will be equal to three times around the world. (Or am I wrong?)

Operator O. L. Wike moved to his new home in El Monte on March 27th.

A line shake-up was held on Line 'O' March 9th. One run was added on the new schedule.

Line 'B' also has a new schedule. Two full runs and six trippers were added. The line shake-up was held March 25th.

Mrs. Ann Kuhle, proprietress of Ann's Two Bells Restaurant, will give any Division Four ball player making a home run one free meal each day for a week. Ann also contributed the cost of one complete uniform to replace one that had been stolen.

And that reminds us, Conductor J. A. Smaby was the winner of an electric alarm clock valued at \$10.50 which was chanced off at Ann's restaurant recently.

Conductor S. T. Cooper, Governor of Transit Employees at this Division, received the shocking news recently that his mother had passed away at her home in England. Our deepest sympathy was extended Conductor Cooper.

Motorman M. M. Tessore has been granted ninety days leave to make a trip to Mexico.

Conductor Andy Lynn had the misfortune of having all his clothing and valuables stolen from his room while working a tripper one morning recently.

There's a new face in the Division office these days. Motorman Billy Evans has been appointed Extra Clerk and we don't mind saying Billy seems to fit in very nicely and as to catching on to the work, well, he is already chugging away like an old-timer. Best wishes to you, Billy.

A good way to whet your appetite is to slip down to Vernon Yard and give our Division Four Ball Team the once-over. Three of the uniform's this year were donated by restaurants, one by a biscuit company and one by a gas station operator.

W. W. Vance, Division Four's new pitcher, is a nephew of "Dazzy" Vance, retired big-leaguer, who played with the Cardinals last season and later in the American Association.

A rather humorous incident occurred March 24th. Motorman Glenn Mattern of the "3" Line was turning in a set of false teeth which he had found on his car when in walked his brother, Ira, a conductor, with a set of teeth he had picked up on his Pico car.

We are pleased to report that Billy Greenwood, Motorman and Extra Clerk, has returned to duty after a siege of flu and pneumonia which kept him on the sick list for eleven weeks. Billy came back March 29th.



Division Five

FRED MASON

On Sunday, March 22nd, the Baseball Season started off with Division Five playing Vernon Yard in the opening game. Despite the day being on the windy order, a very good crowd turned out. The wind, however, played havoc with high balls, causing several sure outs to go for two baggers, but one team got the same breaks as the other in this regard so it was even-steven. Vernon

Yard got a tough break when their pitcher was hit on the hand by a hard hit ball and had to retire from the mound. In Motorman Bob Huntoon we have a real good, heady pitcher, and he's going to be hard to beat. Conductor Grady Brown filled in at first base in place of Motorman E. L. Seale who was unable to play on account of an injury, and for the first game and his first time at that position, he did very well. The end of the game found us on the winning end by the score of thirteen to eleven, the score being tied up until the fifth inning when we got those two runs that meant the game. Don't forget, there are two games every Sunday. Watch the schedule and let's all go out and root for the boys.

The Basketball Season finished up Friday, March 20th, with Division Four taking Division Three into camp in the playoff, giving Mr. Wimberly's boys the championship. They had a very good aggregation, played snappy teamwork and deserved to win, and we congratulate them.

Motorman N. L. Johnson writes from Kansas City, Missouri, where he was hurriedly called back on account of his wife's illness, that he hopes to be able to start back shortly with his wife. She is still very ill, but he hopes to get the doctor's O.K. for her to travel soon.

Conductor Johnny Turvey started out on his trip to England on Sunday, March 22nd, his first time back in twenty-seven years. Accompanied by his wife, he drove to New York City, stopping en route at various places in Texas to visit with his wife's folks. They sailed from New York on April 2nd on the M. V. "Brittanic" and he will make his headquarters in Bristol, England, with his brothers. Johnny has been looking forward to this trip for years, and it will be his wife's first trip across the pond. He will be gone for three months.

Conductor K. G. Burnett is back from a two weeks vacation spent in Ogden, Utah. We just know he had a wonderful time by the twinkle in his eye, and we wouldn't be a bit surprised to hear that she is coming to Los Angeles and maybe middle-aisle it. We will see.

On Sunday, April 12th, Motorman Bill Kenney celebrates his fiftieth birthday. If he looks a little older than fifty you can put it down to the fact that he has been worrying quite a bit as to whether he is going to get off on that day.- He put his name in six months ago for that day so that he would be at the top of the list so he may make it, that is after he has worked a Sunrise Service Extra. Many happy returns, Bill.

On April 17, 1936, Frank Mennerick, Transfer Clerk, begins his thirty-fourth year of service. Frank entered the service April 17, 1903; served in the Instruction Department and in 1927 was transferred to the Transfer Bureau, where he is still serving and still going strong.

From now on, when Conductor Ray Lovelace hears explosions or anything resembling same, he is going to stay home, and for a darn good reason too. Just recently, about 9:15 P. M., the people living in the vicinity of Division Five were aroused by a quite healthy bang, followed by a series of smaller ones. Ray

was sitting at home reading the funnies, but he decided to investigate and got his nice, shiny, new stratosphere blue Dodge sedan out and drove down to Slauson and Western, where most of the activity was. He discovered that it was nothing but a little gas formed in the sewerage outlet, causing the manhole covers to pop up. He then left for home and was half way there when POP, one went up right beside him, and was his stratosphere blue, black? It didn't smell at all rosy, either. However, both he and the car are all washed up now, and it's not going to happen again—not to Ray, anyhow.

Motorman M. L. Larson, who was on a thirty day leave of absence, writes in from San Antonio, Texas, sending in his resignation, he having found it necessary to remain there. We wish him the best of luck.



16th Street
Coach
CHARLES H. HARDY

Tom Casey, former Scribe of this column has a new position in the Garage office. As he is no longer in contact with the Coach Operators or Mechanics he thought it best to pass this column to one of the "grease monkeys" who is in a position to get the "dirt."

Sam Singer probably had a lapse of memory on St. Patrick's Day, for not even a little bit of green was displayed. But you should have seen our friend "Leverlip" Epp blossom forth with a green tie he bought by the yard at a certain store on Main Street that usually has three balls hanging over the door.

"Pop" Campbell, the head man on the seniority list, came prancing down to the Division with young ideas in his head. BOUND and determined he was going to pick a run on Florence-Soto or Beverly. Said he wanted to get down among the bright lights where there was something doing. He was finally persuaded to take his old run on State-Southern Line where you'll see Pop's smiling face for the next three months.

When Kenny Funk read the notice about the shake-up it wasn't even necessary to come out of the office to see his shake-up smile. Everybody in the Division could hear it.

L. N. Kelley has been confined to the California Hospital since March 6th by an appendix operation. He had a little setback, but is now improving.

Wild Bill Bayley who had to have his appendix removed last month is getting along fine and will soon be back on the job. His old friend Tripod Kresge sure misses him.

What a pal! Joe Friel takes care of Funk's "Come and see me's."

Alfred V. Hitch of the Florence-Soto Line received the 3rd degree of Masonry in Henry S. Orme Lodge on February 20th.

Having read somewhere that more people die in bed than in any other place, our old friend H. B. Gaither laid down for a rest on the green grass in Lafayette Park during his split. His peaceful slumbers were rudely awakened when a

driverless automobile came careening down Wilshire Boulevard and jumped the curb into the park, passing over Gaither. He has been confined to the California Hospital ever since. We wish him a speedy recovery.

The babies on the Florence-Soto Line are asking for a certain Clark Gable, alias Hensley, tall, dark and handsome, not forgetting the mustache. Anyone knowing his whereabouts please notify the little girls out on the line.

Ever since his great disappointment during his marine service in China, H. Evans does not get in line anymore to find out what is going on behind closed doors.

Someone wishes to inform L. C. Kresge that sixteen is not half as many as thirty-three.

Here is a conversation said to have taken place between Operator Hitch and a Boyle Heights resident on a Soto Street Coach.

Abe enters Coach with his small son.

Abe—How much for my little son?
Operator—He's entitled to ride free if he's under five years of age.

Abe—But he will occupy a seat.
Operator—That makes no difference.

Abe—Well how much discount will you give me if I sit on his knee?

There is a rumor afloat that the Company is about to ask permission from the city to dig a pit at 5th and Hill for Kilgore's inspections.

GARAGE

Life is never slow and dull for Honest John Keller. While making a week end trip to Arizona recently, a reckless driver forced Keller's car off the road turning it over twice. Keller and a relative who was riding with him received minor injuries. During the confusion they were robbed of a wallet containing a sum of money. After partial repairs they were able to proceed home. A case of measles at home prevented the whole family from making the trip and saved them from possible serious injuries.

The Machine Shop has become a fashion centre with J. Deam wearing coveralls turned up beyond his knees and R. Sudano has just introduced air-cooled Haile Selassie shoes.

We do not know who checks the tool checker's tools when the tool checker is out tool checking, but some of the boys seemed to be quite surprised to hear that Hester paid out about 45 cents for lost tools lately.

Ned Frymute forgot his famous smile on a couple of occasions lately. One was when he had a trying time attempting to use an electric drill with power off and the other was when "a little bird done him dirt."

Dorothea's pet pooch is being trained to answer the telephone.

Knox gave a speech for baseball contributions and ended by saying that only those who contributed would be permitted to criticise the game. This is considered the latest development in taxation of speech. It is expected that Knox will be grabbed by the government to head a new tax commission.

Joe Gentry brought J. Deam some goat meat and Jimmie said it tasted like squirrel. Someone wanted to know if the

goat had tasted like skunk would Jimmie have known.

Tom Juris, Twin Coach Veterinary, performed a neat operation on one of the animals at Joe McDonald's ranch.

The boys voiced their sympathy to Bud Miller whose father recently passed away.

After that distinct quake tremor the other day several of the boys remembered one of the gang checking out and going back East immediately after the famous Long Beach quake. They are now asking John Keller just when he expects to leave for the East. That's o. k. John, the only difference between you and the rest of the gang was that some of them were so scared they couldn't even climb the pit steps, let alone run up them.

Ed Serabia has been going places in his modest little car.

Ed Lavenberg wishes it known that when air gets stale in his tires he will change it himself.

J. Deam was seen driving with an amber colored window on his car. Yes, you guessed it. A free sample of Mail Pouch and he forgot to lower the window.

H. A. Crocker is back in circulation,

almost as good as new.

If Powell wishes to eat cake from now on he will have to buy it—he bought a Plymouth instead of a Chevrolet.

The Carbuertor Department moved into new quarters near the proving stand. All their gadgets have been installed and they can now get their lean mixtures amid peace and quiet.

W. Nolf has discarded his bowling average.

E. Lockeridge has been ill for several days.

We have some new faces, Leroy Olson from Division Three, Howard Ahrens from Division Four, and G. H. Turner from South Park.

Tom and Bob Jeffrey and "Wimpy" Lingford are now able to sit down and growl over their victuals with their families at the supper table. They have been transferred to the First Shift.

H. Nordmark has moved to the down town office while H. Pauschert and Tom Casey are in the Garage office.

Ed Sullivan, who has been off sick for several weeks, is reported to be gaining slowly. The boys miss Ed and hope that he will soon be back with the Garage bunch again.

recovery he had to have his wife removed to the hospital. Sorry to hear this, but at this writing she is progressing rapidly toward recovery.



F. ARLEIGH FRAZIER

Ben Bradfield donated \$3.00 and bought a ticket to the Oxford Rugby football game to be played at a later date but since the treasurer vanished with all the cash, Benny is looking very blue. It was either this or when he got the bill for the insurance and carrying charges on his new Studebaker that he had to take a week off sick.

Doc Hollsworth has a special on cap-sules—14 for \$1.00. Doc says this sure is a fine world. In fact the finest he has ever lived in.

John Mathis had a smoke bomb on his car and E. Kinion was so scared that he almost tore the door off of John's car. If John would pin Erby Turner down he might find out who fixed his car. E. Kinion is still mad about the bomb in John's car.

"Pop" Villalobos sure thinks butane gas smells sweet and so does Johnny Devlin.

Tommy Rocha has developed a bad case of always looking up before sitting down.

New men in the Truck Shop: R. Findlater, Pat Froe, Homer Porter and Frank Hill.

Bob Allen has gone back into the trucking business having traded his 1913 Chevy for a 1912 Hudson truck.

Since Paul Abbey has gotten off of beans he has a new suit and is seen going to church every Sunday.

Clyde Campbell's home was robbed and the only clues found were finger prints on the bacon wrappings.

We understand that Chas. Hatch is considering applying for a patent on a hat retainer for western wind storms, consisting of a thumb tack in the hat band. Oh! Why didn't I think of that!

Ed J. Carmody, H. E. Furrer, S. J. Ormston, R. S. Wilson, John Sottile and A. Edmunds of "C" Inspection are off sick.

Griff, of the Winding Room, is demonstrating hats on Main Street, Saturdays.

Bill Reynolds not only stocks lumber but also has a few small deceased animals.

W. E. Cater and Herman Zellermyer are new men in the Carpenter Shop.

C. F. Hunt and Art Robey were off sick one week.

Jake King drove his car home late one night, opened the garage doors and fell into the pit that has been there a long time.

Joe Spearing isn't having much luck with his harvest of moles.

Jack Bailey might turn some of his poetry in for publication.

A little late but Joe Spearing took in



ELECTRICAL



WALTER WHITESIDE

LINE

L. H. Maag had to stay home a few days to nurse a very bad cold.

A. Knaus, after shaking off the flu, contracted pneumonia which he has also been able to rid himself of, hence his return to work.

The Bonding Department was privileged this month to have the services of C. G. Woelker. C. G. has been helping out during the illness of Pete Goodas.

Activity has been running high around the 16th Street Yard lately. Dick Payne's men moved the equipment from the old Machine Shop into the new building. Billy Yandell made several, in fact, hundreds of trips between his old office and his new lounge, carrying telephones, relays, wire, etc. Every ten minutes Lloyd Yeager would look out the window to see how things were progressing and even yours truly looked the new home over.

The question before the assemblage is "How about a chance on an electric razor." L. C. Hunter raffled one off which was won by Bob Bass of the Substation Department. L. H. Leusch hasn't sold all of his chances as yet but it won't be long till some lucky person will be a proud owner of an all-electric razor.

SUBSTATIONS

C. E. Martin had to take a few days off due to illness.

Rivalry is running high between B. I. Boughton and G. A. Coxie when it comes to long distance traveling. Gerald, whose middle name is "Travel", is fast losing his title to Bert, if a recent week end exhibition of travel means anything. Gerald traveled to Phoenix, Arizona and

return, taking two days to make the trip. He even transacted a little business in between, but was his face red when he heard that Bert had traveled to Boulder Dam and return and even viewed the Dam all in one day. Some traveling, I'll say.

Rumors have it that George Willson, on his time off, writes the script for several radio comics. Bob Bass says George's title should be "The Official Wit of the Substation."

Those two strange men that are always with Charles Coe are his personal bodyguards. Charles had to hire them since he received a letter from a mysterious "Mary" who stated she was coming here and he better see her. She also stated that he needn't try and get away or avoid her because she will get the police after him. The mystery woman sent her letter via air mail from Lincoln, Nebraska. Anyone knowing of an ill-tempered Mary from Lincoln, please advise Charles as he is somewhat perplexed as to just what steps she might take.

ELECTRICAL CONSTRUCTION AND BONDING

The new boy, with the lily-white hands, seen working around the yard with Dick Payne and his men is none other than Carl Brown, our bond tester de luxe. Carl has been properly initiated into the Department. Just ask him.

Pete Goodas, Bonding Foreman, is having quite a time with all of his ills. Pete wants to work but the flesh is weak. During the past few weeks he has had the flu, then a very severe case of rheumatism and neuralgia. This Department just advised him that his appendix would probably be next, but Pete says he is O.K. now and not worrying.

This has been a year of hard luck for Domenico Lacasello, his daughter recently being operated on for appendicitis, and now that she is well on the road to

the last race at Santa Anita. We didn't hear whether he lost any money but he did lose his wife.

W. Atkinson and E. A. Oglesby of the Paint Shop are sick.

Our sympathy is extended to Ray Ernst whose father passed away March 2, and to R. H. Frampton whose wife passed away March 13, 1936.



F. F. ROBEY

DIVISION ONE

E. F. Skinner has been granted a two months leave and his place is being taken by our one and only E. C. Gordon—Elmer to you.

The flu has been playing havoc with the boys here. Al Forman was off work five weeks, and Bill Christmas also had a bad spell. Almost everyone has been complaining of aches and pains, but things seem to have taken a turn for the better.

Bill Slade's gang is changing so much, that it's almost impossible to keep track of them. A new man will start and a week later it seems, he heads the seniority list. There's more than music goes "round and round."

Clay Heywood and family spent an enjoyable week-end in Death Valley, also visiting Boulder Dam in the round trip. Clay said the Valley was neither too hot nor too cold.

Ira Sherrill's wife left for a month's visit, to see some sick relations near St. Louis.

Al Wutherick is now the proud possessor of a new nine tube R. C. A. radio. When Al gets Honolulu, the set is so sensitive it picks up the cocoanuts when they fall on the ground, that is, he picks up the sound.

Lee Sherrill and family spent a very enjoyable week-end visiting their avocado ranch near Vista.

DIVISION TWO

Now we know why Watchman J. J. West transferred back to Division Two, from the Garage. Not on account of the work, but he just wanted to be back here to care for Nellie, the cat, who appreciates the fact, watches for him every night and follows him around like a dog.

Glad to report that Mrs. L. H. Scudder, wife of Watchman Scudder, who has been ill the past several weeks, is slowly improving.

Mrs. Lillie Hart, former relief cleaner, has been made Regular Cleaner at Division Five.

Watchman J. T. Carmichael states that his son, Alex of Division Five, is getting along very good on his crutches, but the nurse had a hard time casting him loose. Alex preferred hanging on to the nurse, instead of the crutches, when getting on his feet.

DIVISION THREE

A. Pabst is still a widower—be careful "Pappy."

G. Atkins spent a few days in bed with the flu.

Tom Hubbard has deserted his Willys-Knight car in favor of a 1933 Chevy sedan.

A. Dickenson has bought a fishing license. Now for the fish. Spring sure must be here.

J. Veal, Jr., is the new Cleaner. Glad to have you.

Louis Boyer says electricity is sure fine to thrill one.

L. E. Jarman is the new Watchman you see at Division Three. Welcome L. E.

Fred Parker, the Painter, has returned to work after a few weeks of illness.

W. Wickwar was also absent a few days with a bad cold.

DIVISION FOUR

Tom Watts from now on will have better respect for cats. Recently while trying to exterminate a big one in his front yard, Tom took careful aim with a brick and let fly. Said brick went sailing through the air and crashed a plate glass window in his home, while Mr. Cat went merrily on his way. We would suggest to Tom to use a feather pillow hereafter, if he feels like throwing at cats.

George Smith and George Campbell were the candidates for Governor of the Los Angeles Railway Association at this Division. Smith won by a majority of eleven votes. We suspicion shady politics from both parties.

E. H. Lee, Car Cleaner is confined in the California Hospital, with a serious illness.

Mrs. Tom Whittaker has returned to work, after several weeks off with a broken wrist.

H. L. Ahrens, Car Cleaner, has been transferred to the 16th Street Garage, temporarily.

Mrs. Ethia Stoudamire is our new woman Car Cleaner and has taken hold like a professional.

DIVISION FIVE

Fred Dudley, Sr. needed a change of scenery, so he went to Boulder Dam and Death Valley over the week-end, stayed at Furnace Creek over night. Says he enjoyed the trip. It seems Fred isn't much company to his wife, so she bought a new radio the other day. Fred came to work next morning, telling us he had been listening to Paris directly.

A question to everybody? If you had a chance to ride in the back seat with two pretty girls, would you prefer to sit on Andy Duncan's lap in the front seat?

Red Fulton got off the heater, but he couldn't take it. He who sits upon a red hot stove will arise again.

Slim Ellis is getting scared about having to go to war. So he is getting his lefts and rights mixed.

Jimmy James borrowed a shotgun from Basil Allen to go rabbit hunting about four months ago. That was the last Allen has seen of his shotgun. Maybe

Jimmy saw something bigger than a rabbit and left the gun, "Who knows?"

If anyone wants any information about goats, see George Prakesl.

O. Dewberry came to work sporting a new Chevy the other day. George Prakesl's face gets a different color, if you ask Dewberry if his car rattles like his partner's.



H. I. SCHAUBERT

Guadalupe Rico, Welder, narrowly escaped serious injury when he was struck by an automobile while working at 7th and Hope the other morning. His injuries were confined to minor cuts and bruises, however.

Holly Simonson has recovered from his recent injuries and returned to work.

Mrs. Robert Gains recently purchased the cutest brown Easter outfit for her little boy Bob.

James Jentry Watkins came to work the other morning looking like an Indian on the war path. He was covered with a very intricate design in Mercurochrome. The result of youthful exuberance in trying to ride a tricycle.

Art Zillig gave a very simple old fashioned excuse for his recent eye discoloration. He walked into the bath room door in the dark. Yes, he did.

Thirty-three years ago on Friday the thirteenth of March, Pat Jinks started working for the Company. Although his first thirty-three years have been quite satisfactory, he will undoubtedly show improvement in the next thirty-three since he likes the work and is becoming accustomed to his surroundings. (Unless somebody shoots him).

This is not written to chronicle the advent of a baby in Grandpa Sam Bevilacqua's family but to commend Angelo in his generous distribution of cigars. Thanks, Aggie!

Frank Griffith came into the Yard last month to say hello. Same old Frank, looks good and feels fine.

Switch repairers are very versatile. Frank Bradley was called the other day to remove a swarm of bees from the loading zone at Adams and Hoover. Either the bees were very considerate or Frank was in his usual hurry, for the bees were gone when Frank arrived.

Bill Gaines, another of our very best switch repairers, was not so fortunate. He raises bees. Knows all about 'em. But, when a strange swarm settled on Bill's hedge he got mercenary and went out to gather in the strangers. He stuck out his chin and some of the more belligerent bees sat down on it. Bill had ample parking space for a couple of swarms on said chin the next day.

Just in case you may not have heard of it. Skipper Sparks is now in full possession of that new boat. (Provided, of course, that Mrs. Skipper approves).