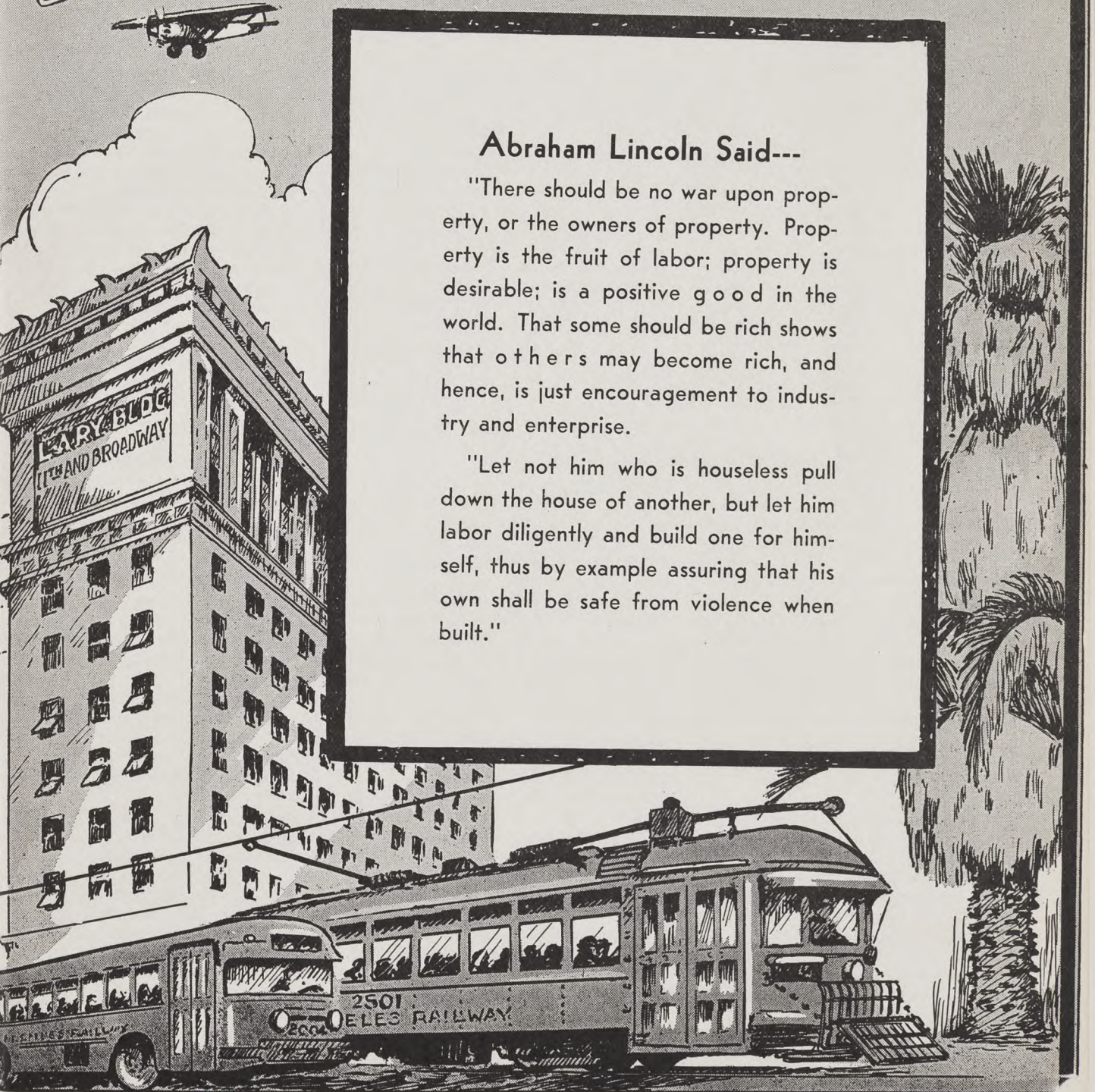


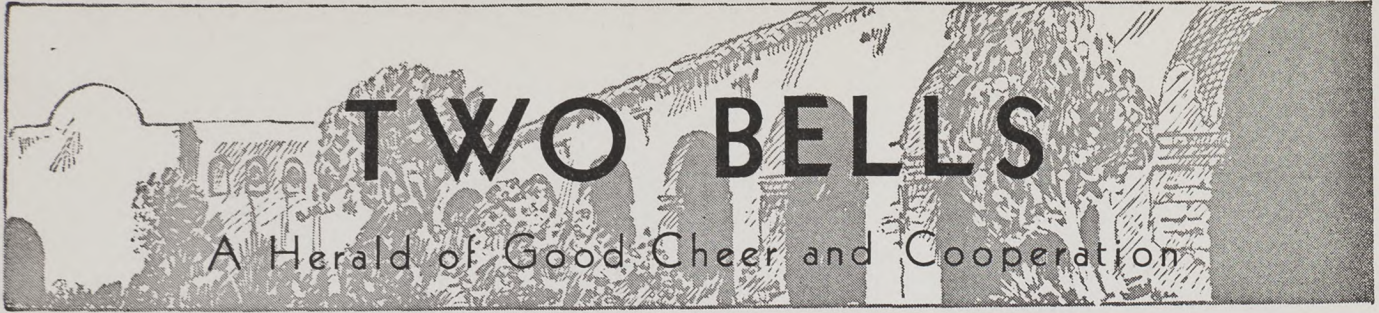
# TWO BELLS

## Abraham Lincoln Said---

"There should be no war upon property, or the owners of property. Property is the fruit of labor; property is desirable; is a positive good in the world. That some should be rich shows that others may become rich, and hence, is just encouragement to industry and enterprise.

"Let not him who is houseless pull down the house of another, but let him labor diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built."





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Number Two

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

## Importance of Correct Operation

By JOHN COLLINS  
*Supervisor of Safety*

In going through the holiday season, and continuing until school vacation, there will be an increase in passenger travel as well as in street congestion, also there will be occasional fogs, rains and other conditions characteristic of this time of the year. Most of you have met these conditions many times, others have not. The man who has made a particular effort to put into practice the instructions he has received in correct operation will have no trouble. Those of you who have not made such an effort can not keep out of trouble.

Do not consider how what may be said here applies to some one else, but how it applies to you. Instead of speaking to a group, I am talking to you as an individual. The other fellow has not been living your life, therefore has not acquired your habits.

Never use the other fellow's head by assuming or guessing what he is going to do. The important thing is to use your own head, recognize realities, and know what you are doing. All of our lives it was failure to use our heads that got us into trouble. When in trouble we hope to use some one else's head to get us out of it. This is why we have judges, juries and lawyers.

Before entering this service you had acquired certain habits which cause you to react in a definite way towards the things with which you come in contact. We see things best in what has been our customary form of reaction. We view things differently, and react according to our views.

It is impossible for a man who works on one car to get a clear picture of this system in his mind, because he is only about one forty-eight hundredth part of the whole. If we

would narrow the problem to your own Division, you would only be about one five hundredth part of the operating problem of this Division. You would have a different viewpoint, therefore a different reaction, if you could see what other men do and what they get into by so doing.

To see a trolley pole broken and trolley wire torn down because a crew failed to pull the front trolley down before leaving the terminal; a car derailed because the operator failed to clear a switch point, or failed to look at the switch point before going through; a conductor dropping the chain before the rear trucks have cleared, derailing the car ahead at an electric switch because it was followed too closely, you would have a concrete example of the reason for the rule governing such conditions. A man who derails or turns his car over at a curve has more respect for curves than he had before.

The man who strikes an automobile that stops on the tracks ahead because he was following it too close and at too high a rate of speed whether stop was made without warning or not, begins to understand what is meant by the road space rule. The man who cuts the legs off a pedestrian regardless of what the pedestrian may have been doing, will, so long as the memory of the occasion stays with him, recognize the human rights of pedestrians as he should have done before the accident occurred.

All pedestrians must be treated as children. Take no chances with them. You do not trust a child playing in the street to do the right thing. You are the only one who can control the car, and thereby control the situation.

A street car taking a crossover in

mid-line is the same as an automobile making a hairpin turn in the middle of a block. It has no right of way whatever. It is up to the man on the car taking such crossover to select a safe time to cross. The car that is passing or going through has no right of way. The motorman or operator must slow down while passing the other car if signal to pass has been given. If no signal to pass has been given, the car must be stopped and motorman must give two taps of the gong, start and proceed slowly until in the clear. You can only have a collision of cars at a place where there is another car to hit. If there is no other car, there can be no collision. If there is another car at a crossover, curve, electric switch, or a number of cars at a track crossing, you then have all the material out of which collisions are made. The same holds true in following another car. It is up to each man to recognize these conditions and to so handle the situation, regardless of signals, so that no contact takes place.

Collisions of cars at track crossings or at any other place can be prevented as easily as moving your hand a few inches, or taking a glance from one side to the other. After having seen some of these accidents occur you have a concrete example of cause and effect and have enlarged your experience to the point of being able to see the foundation upon which rules are based.

We must view this system as a whole, for it is the combined action of the whole that produces the result. Suppose you could stretch your imagination to the extent of making one big man of all the conductors and another of all the motormen of this Division. We would then have two men who would meet all the operating problems connected with this Division.

These two big men would be composed of as many parts as there are men at the Division. The same as

your personal organism is composed of many parts all working towards a purpose, and when each part is working in harmony with every other part, our best interest is served. When any one of these parts is not working in harmony with all the others, then the whole body is unfavorably affected.

There are then two sides to every nature. Call them whatever name you will they still remain either the right or the wrong side. You do things either the right way or the wrong way.

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## Job Finished

The track gang has cleaned up 61st Street after removing the tracks from Broadway to Avalon Boulevard. Operation on this piece of track ceased on December 31st last year.

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## Sympathy

Mrs. Julie Beals, mother of Sherm J. Beals, Chief District Supervisor, passed away on Sunday, January 26th. Mr. Beals has the sympathy of his many friends in the Company.

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## A Letter We Like to Get

Los Angeles Railway Corp.,  
Gentlemen:

I would like to express my appreciation of the service of one of your employes—I believe his cap bears the number 169.

Always pleasant, courteous, thoughtful—a careful driver, a credit to his employer.

It never harms a good employe to praise him—let him know one of his passengers appreciates his kindnesses, though I dare say, I am but one of many who ride with him.

Every good wish to him and his company for the New Year.

A Passenger, Alvarado Bus  
Operator No. 169 is C. H. Lawson.

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## Purely Personal

Eddie Loop of the Operating Department is back after a two weeks siege with the flu.

Bill Mott was invited to a luncheon at the Biltmore. He was sure the date was the 29th, so abstained from breakfast and went to the hotel early on that date. After half an hour spent trying to locate the luncheon party, he found that the date was the 30th. Bill just about cleaned out a hot dog stand nearby.

## New Pit for Coach Repair



This shows the removal of timber after coach has been run over pit to allow the use of full width of pit.

By WALTER C. BROWN

Are these boys tickled? I'll say they are. Why? Because they have a new pit in the Carpenter Shop for use in the overhauling and heavy repairs to coaches, that has proved a great help in working underneath the coach.

This pit is 8 ft. x 30 ft. x 4½ ft. deep and arranged with removable timbers with concrete piers for the wheels to rest on. After the coach has been run in place, the timbers

are removed to give the workmen the benefit of the full width of the pit. This is a great asset to our shops and is greatly appreciated by all.

If you have any doubt as to this pit not being the best ever, just ask Austin Kilgore and Billy Herbert, whose pictures appear here.

Foreman J. M. Spearing says he was quite a while getting this pit but it was worth all his efforts.

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## Join Naval Militia

An excellent opportunity is now offered to a limited number of young men of good character to learn aviation without cost to them.

The aviation branch of the California Naval Militia will accept and instruct them in all phases of naval aviation, including navigation, signaling, radio, gunnery, and photography under the supervision of World War combat pilots.

Advancement to all ranks in the naval aviation service is open and will be made strictly upon merit. The training will prepare those selected for air service duty in the event of local or national emergency and also assist them in civilian employment.

Classes of instruction are held every Monday evening at the U. S. Naval Reserve Armory, 1965 South Los Angeles Street. Those interested should call there for further information.

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## Anniversaries

Among the many active employes who celebrated the anniversaries of their connection with the Company are three well known members who can boast of thirty-three or more years of continual service.

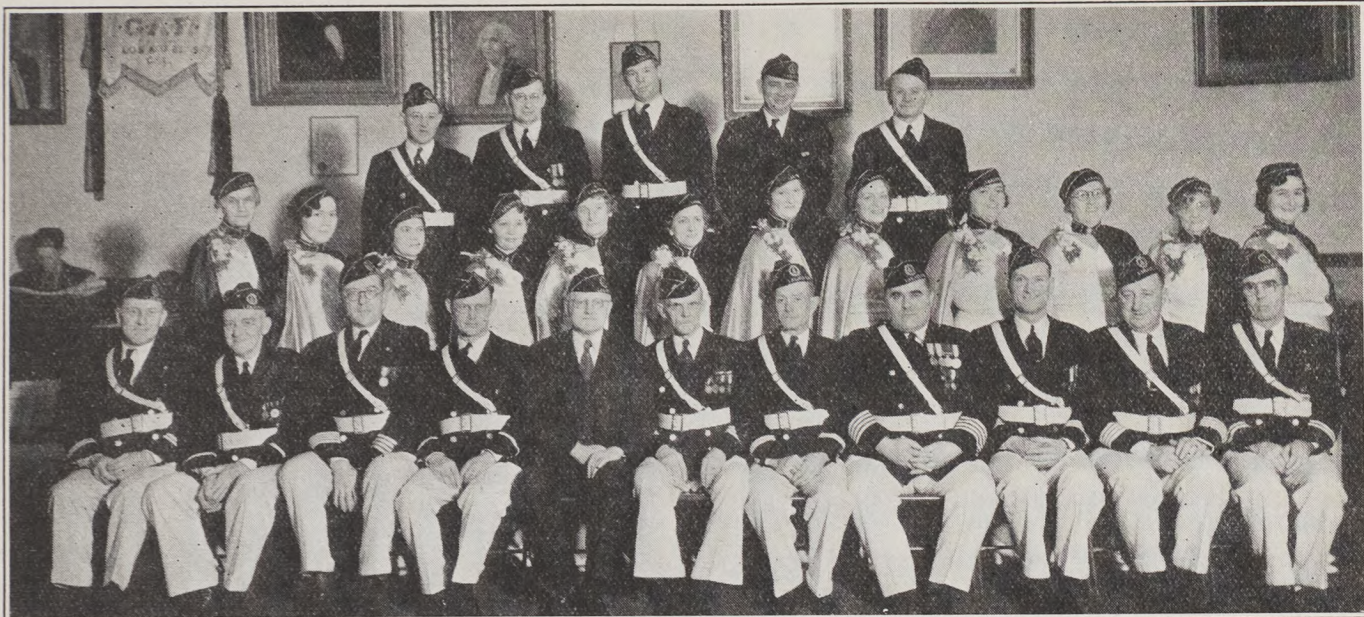
R. O. Crowe, Vice President, came to the Company in January, 1903; J. H. Neel, Chief Operator of Substations, was employed January 1, 1899, and Andy C. Egan, Assistant Engineer, on January 19, 1903.

Two Flagmen and one Switchman also belong in this group. J. G. Newell was employed January 11, 1899; E. R. Forsythe on January 1, 1902, and G. B. Lindesmith on January 22, 1903.

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## A Little Daughter

Eric Kenway, Supervisor of Employment, announced the arrival of a baby girl on Sunday, January 26th, at the California Hospital. The little one has been named Dale Marilyn.



Front row, left to right: H. F. Nelson, Adjutant; E. A. Moxley, Color Guard; J. A. Madigan, Past Commander; T. C. Wiley, First Vice Commander; P. B. Harris, Honorary Past Commander; George W. Coulter, Commander; S. L. Wickham, Second Vice Commander; W. S. Culver, Senior Past Commander; A. Duncan, Junior Past Commander; S. H. Deane, Past Commander; C. J. Jackson, Chaplain.

Middle row, Women's Auxiliary, left to right: Minnie Moxley, Guard; Ruby Lynn, Senior Vice President; Imo Coulter, Trustee; Mary Wiley, Chaplain; Alice Deane, Color Bearer; Helen Nelson, President; Ella Hoyle, Secretary; Edith Duncan, Conductress; Theresa Madigan, Treasurer; Josephine Clark, Junior Vice President; Amy Jackson, Patriotic Instructor; and Susie Hannon, who was batting for Mrs. Helen Frost, the Standard Bearer, who was unable to be there in time for the picture.

Back row, left to right: C. J. Clark, Division One Commander; R. C. Hoyle, Finance Officer; J. Bowen, Color Bearer; C. W. Hannon, Division Five Commander; L. E. Barkley, Sergeant at Arms.

## Veterans and Auxiliary Install

Officers of the Club and Auxiliary have been busy the past month getting ready for the installation of our officers and visiting other posts to see just how it was done.

Fifteen visited Golden State Post No. 50 of the Canadian Legion, at Huntington Park, about the middle of the month and on the 22nd a like number journeyed to Inglewood where we saw the officers of Post No. 13, Canadian Legion, installed by the Hollywood Post No. 42.

A good time was had at both meetings and we were well repaid by the way they turned out for our meeting on the 27th.

Our Installation of Officers Ceremony was attended by about two hundred and fifty guests, including representatives from Posts Nos. 13, 10 and 50 of the Canadian Legion, all the officers of Southwest Post No. 2828, Veterans of Foreign Wars, together with several buck privates. The American Legion was represented by three members who are also members of our Club.

The Inglewood Post Drill Team, dressed in their Northwest Mounted uniforms initiated the following Comrades into our Club: Copeland, Coulter, Musselwhite, Knowlen, Hartzell,

Barnaby and Story. They then installed the new officers of the Club.

The Auxiliary of Inglewood Post, dressed in white uniforms trimmed in green, installed the officers of the Auxiliary of our Club.

Both teams made a great showing and they received a great deal of applause for the wonderful way in which they put on their work.

Past Commander Duncan and Past President Hoyle received their badges, and Comrade P. B. Harris was presented with an Honorary Past Commander's badge. He seemed to enjoy the evening and we hope we will be able to get him out again in the near future, probably for an "Order of the Sword" degree, which he will be bound to enjoy.

An hour was devoted to a program of high class entertainment which had been arranged by Past Commander Madigan.

Finance Officer Hoyle had not been napping while the others were at work and had a big mess of pork and beans, rolls, pickles and coffee ready for everyone, when the entertainment was finished.

The next meeting of the Club will be held February 24th and will be devoted to the Order of the Sword. So

you members who have not signed an application for this degree get busy and be ready for this meeting.

H. F. NELSON, *Adjutant*

## Auxiliary

The Auxiliary officers were installed by the drill team of Inglewood Post No. 13, Canadian Legion, whose floor work was most beautifully carried out.

Junior Past President Hoyle was presented with the Past President jewel, also a beautiful gift from the ladies of the Auxiliary, and a gift from the newly installed President.

Miss Ruth Barkley has kindly consented to be pianist at our regular meetings.

Our next regular meeting will be held on Monday, February 24th, at 8:00 P. M. at Patriotic Hall. Notices will be mailed as usual and we hope every member will make a real effort to be present.

This will be our first meeting of the year and we have much to discuss. Come and help us plan some real lively affairs, and bring a new member—she will enjoy it.

ELLA M. HOYLE, *Secretary*

## Transit Employees Association



L. B. Meek, 1936 Manager

### Oh! You Horsehide Fans!

"The balm of Spring is in the air.  
We shed our winter underwear and  
put on summer gauze.  
Then comes a freezin' spell that stays  
A week before it thaws."

(Apologies to someone)

But believe it or not the 1936 baseball season for the Los Angeles Railway League will open with a bang March 29th with two nine-inning games at the League grounds in Vernon Yards. Our Company officials have made a number of improvements, and the fans can be assured of a wonderful season.

Don't forget the date. Give your encouragement to these boys who are always tryin'.

L. B. MEEK, *President,*  
L. A. Railway Baseball League.

### More Patience, Please!

Many of the telephones of the Company are so situated that at times it takes a few seconds to reach them, and there have been a great many complaints from various departments that the one who calls does not wait long enough for the phone to be answered.

For instance, in the Stationer's Department Mr. Greenwood is often at the front window waiting on a customer when the telephone rings at his desk which is in another room, and before he can get to it the party has hung up. This not only causes the party calling inconvenience, but results in a loss of his time.

This same condition applies to many of the telephone stations.

Having started a series of Division Meetings of the Transit Employees instead of the usual general meeting held each month, we are having wonderful success. The attendance at these meetings is unusually large.

At Division One we held the first meeting that has ever been held at that Division, and the results were very pleasing. After the meeting the members were entertained with moving pictures taken by one of the old timers, J. W. Bond of Division One. They were very interesting pictures and were enjoyed by every one present.

The first meeting of the Bus Division at 16th Street also was very successful. Mr. Bond entertained the members there with pictures after the meeting.

This organization is still young and we still have many ideas to incorporate into it, but the success we have met indicates that in the near future we will have the membership near the 100 per cent mark.

If you are not now a member see the Governor of your Division. Let him explain the value this organization can be to you, and I am sure you will sign up at once. Attend the monthly Division Meetings and learn what the Transit Employees are doing.

The Transit Employees dance held December 14, netted a profit of \$59.05 which will go to help finance the next barbecue.

W. H. HOLLENBECK, *President*

At each Division meeting we will try to have a motion picture and plenty of smokes. We have had meetings at Divisions One, Three, Four and 16th Street Motor Coach. At each of these meetings we have experienced interesting evenings. Questions of interest to the men at the various Divisions are brought out, and if at all possible to answer these questions it is done.

Many items are discussed and cannot be taken care of at the meetings, but these will be taken up at the regular Board sessions and at a later meeting at the particular Division will be answered. Items raised for question at Division One may not affect Division Four, or vice versa but by bringing these meetings to your own Division closer relations are effected.

Division Five will be the next place for a meeting. The date and time has not been set, but watch for the bulletin. You will be sure to have an interesting evening.

If any other Divisions or Departments which have not had their meetings will contact their Governor, we

will arrange for these regular monthly meetings. It is expected that this scheme of monthly meetings will be carried out on regular dates, as soon as dates can be arranged.

Keep up the good work. We are going over the top, and will make this Association the greatest of its kind in any industry.

F. W. MELLENTIN, *Secretary.*

### Transit Employees to Dance

Your Entertainment Committee has been so deluged with inquiries as to when the next dance was to be held that we decided it was high time to do something about it. So, here are the plans and specifications for the next huge Transit Employees' dance to be held at the World War Veterans' Hall, 246 South Hill Street, the second floor, 8:30 P. M., Saturday, February 29th.

Music will be by Sweet's Transit Employe Orchestra.

Valuable door prizes will be given away.

The tickets for this remarkable event will be 25 cents per person. As before, you may secure them from your Governor or purchase them at the door.

Those of you who were present at our December 14th dance will remember the wonderful time. As our President, Mr. Hollenbeck, has stated in his article, the net proceeds of the previous dance go to our entertainment and barbecue fund and were very gratifying to the Transit Employees. We are looking forward to welcoming you to this dance. Remember the time and place and keep Saturday, February 29th as an open date for the Transit Employees dance.

H. W. GILMORE,

*Chairman, Entertainment Committee*

### Thirty Years Married

By FRED MASON

On January 23rd, 1936, Motorman Emil Watson, of Division Five, and his wife, celebrated their Pearl Wedding Anniversary. Twenty-seven guests were present at the Watson home and a twenty-seven pound turkey, with all the trimmings, was served, and you can bet that Emil saw that everyone present got his pound of turkey. Mrs. Watson was the recipient of a beautiful diamond ring, a present from Mr. Watson, and a very enjoyable evening was spent by all. Congratulations Mr. and Mrs. Watson.



Front row, left to right: M. J. Misko, W. A. Ullrich, C. C. Jones, Coach, L. N. Gober, D. D. McClurg. Standing, left to right: J. C. Lloyd, R. C. Beals, C. P. Pedersen, Manager, E. L. Seal, W. B. Smith, E. T. Temple, J. C. Wyrick, W. Leffingwell.

## Highlights of Basketball

By C. J. KNITTLE

The ninth set of games in the fourteen weeks tournament which is being played by the Transit Employees Basketball League, was completed January 24th.

You, who are interested, will recall that the League Standings at the close of the sixth set of games showed three teams tied for first place.

Vernon Yard, Division Three and Division Four had each won five games and lost one. Such a predicament, of course, is soon changed when the teams involved play one another.

The lads from Vernon Yard, unfortunately, lost two games in January; the first to Division Three and the second to Division Five.

Division Three, with one win from Vernon Yard, also defeated the Office Team in the second set of January games.

Division Four, having defeated the Wilshire Coach Team in the first set and the Division One Team in the second was still tied with Division Three for first place in the standings.

The spectacular feature of the situation was that Divisions Three and

Four were scheduled to play each other in the third set.

Needless to say, when the time arrived for these boys to go into battle for top place, each player of both teams was set to put in to his individual efforts every ounce of nerve, alertness, endurance and skill.

It may be hard to believe that in the last two minutes of that game, with four hundred fans screaming and jumping up and down, every player seemed to redouble his efforts. Yet in the last few seconds of the furious battle, the Division Four lads gained the one point that spelled victory.

Referee Kuntzman, who has had over twenty years experience as player, coach and referee was in charge of the game and later declared it was, without a doubt, one of the fastest and finest contests he had ever refereed.

Mr. Kuntzman is a member of the National Basketball Association and is the ace man in the Basketball Division of the Department of Playgrounds and Recreation.

Mr. Dempster, Instructor of Physical

Education at Fremont High School was associate-referee for the game.

Among the spectators were Superintendent George Ferguson, Mrs. Ferguson, Mr. and Mrs. Harry Tuttle, Foreman B. B. Boyd, S. T. Cooper (Vice President of Transit Employees) and Fred Mellentin (Secretary).

And now let's see what the score boards said:

### January 10th

16th St. Coach	17	Div. One	12
Office	23	Div. Five	27
Div. Four	49	Wil. Coach	14
Ver. Yd.	6	Div. Three	20

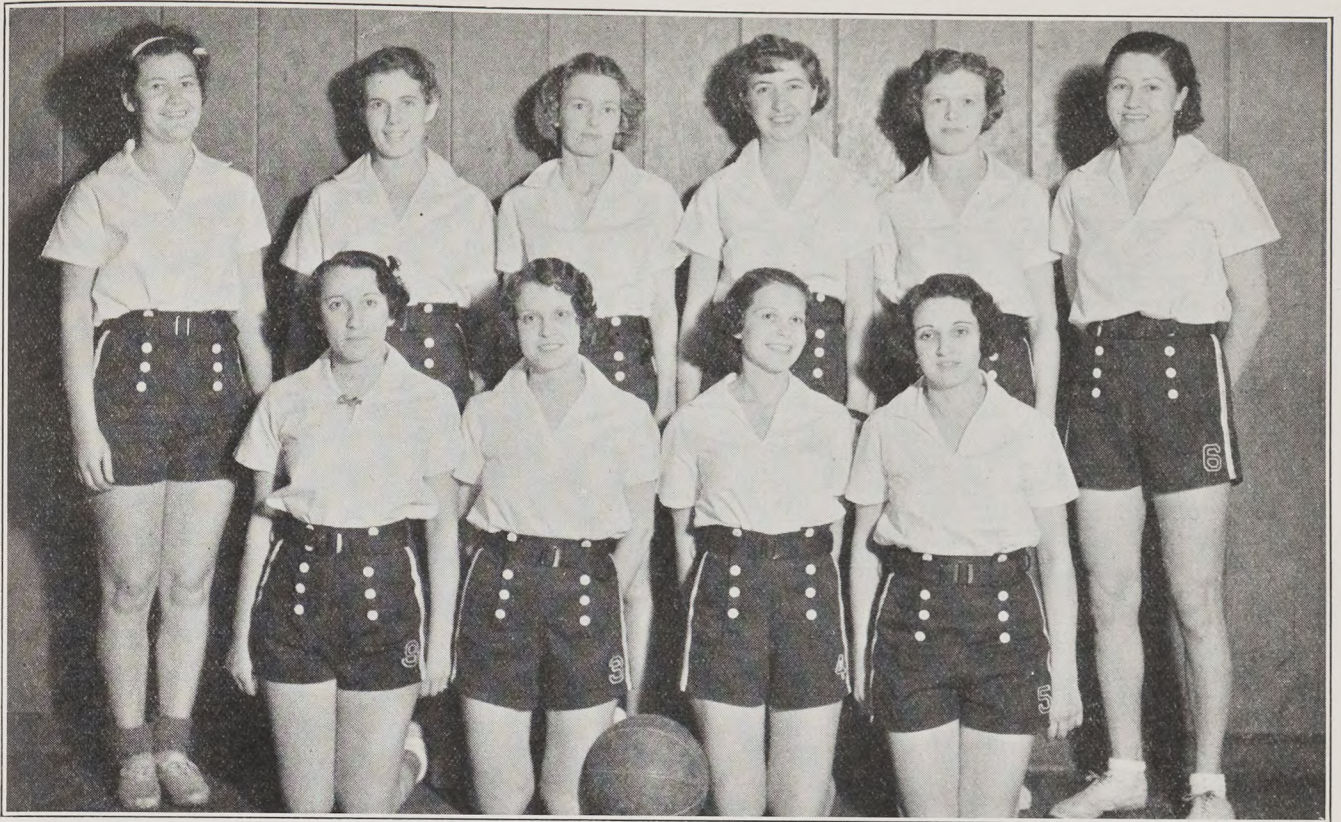
### January 17th

Div. One	11	Div. Four	25
Div. Five	16	Ver. Yd.	10
Div. Three	26	Office	22
16th St. Coach	25	Wil. Coach	12

### January 24th

Div. One	29	Office	13
Div. Five	17	16th St. Coach	18
Wil. Coach	6	Ver. Yd.	9
Div. Four	17	Div. Three	16

LEAGUE STANDINGS	W	L	Pct.
Division Four	8	1	.889
Division Three	7	2	.743
Vernon Yard	6	3	.667
Division Five	6	3	.667
16th St. Coach	5	4	.556
Division One	3	6	.333
Office	1	8	.111
Wilshire	0	9	.000



Front row, left to right: Evelyn Friedman, Florence Breeze, Eva Gittleman, Valetta Buker. Standing, left to right: Nellie Speed, Lois Larsen, Ellen Brooks, Thelma Banks, Kay Yavenditti, Emma Blasil.

## Transit Association Girls Basketball Team

By F. W. MELLENTIN

Friday, January 24, opened the Girls' League at Echo Park Recreation Center.

Our quintet played the North Hollywood Club and won to the tune of 13 to 10. At half time our girls were trailing 7 to 3 but staged a marvelous rally and shut out the visiting team in the second period.

Marvelous team work was displayed and, after all, this is what counts and wins ball games.

Come out and give the girls some support. You know that support adds to the morale and also plays an important part in winning ball games.

Come you basketball rooters—See these games.

A picture of this team appears in this issue, but you will appreciate it a great deal more by seeing these girls in action.

### Revised Schedule—Girls' Division

All games to be played at Echo Park Recreation Center, 1632 Bellevue Avenue, opposite Echo Park. Our team will play as follows:

February

18—Tuesday—Water and Power.

25—Tuesday—Burbank.

March

5—Thursday—Dodgers.

17—Tuesday—Collegiates.  
24—Tuesday—French Club.  
27—Friday—Phantoms.  
31—Tuesday—Sunfreze.  
April  
9—Thursday—Stationers.

## From One Good Sport to Another

January 25, 1936.

A. E. Vejar, Manager,  
Division 4, Basketball Team.

My dear Billy:

Please accept my hearty congratulations on the outcome of last night's game with our Division 3 Team. It was one of the hardest, cleanest fought games that it has ever been my privilege to witness. The fact that only six fouls were called on both teams shows that every man was at his best.

It speaks well for the future of our Transit Employees' Association and Basketball League when 60 odd men can meet once a week and engage in a hard, tough game like basketball and show the wonderful spirit that is evident.

On behalf of myself and the Division 3 Team I wish to convey to you our appreciation of the good sportsmanship and cooperation shown by yourself and your Team. May the best

team win the next time we meet!

Cordially yours,

J. H. GORBY, *Business Manager,*  
*Transit Employees' Basketball League*

## Four Wins Hard Contest

By C. J. KNITTLE

January 24th

Div. 3 (16)		Div. 4 (17)
Schmidt	F.	Boyer (6)
Christensen (6)	F.	Hedger (3)
Wescombe (7)	C.	Weaver (6)
Maye (3)	G.	Whitcomb
Triboulet	G.	Livingston (2)

### SCORE BY QUARTERS

Div. 3	.....	5	2	1	8—16
Div. 4	.....	3	7	3	4—17

Substitutes for Div. 3: Gardner and Drayer.

## Bowling

By TOM CASEY

Patrons of the Luxor Bowling Alleys are witnessing some of the real class of the game displayed by the Transit Employees Team. The team is several points ahead now and still climbing.

Wes Nolf is the man that is knocking over the most wood. He ran up a six hundred and twenty-one score in one game against the Manhattan Cafe, and seems to keep at the high scoring with but little effort.

# News from Our Sick Folks

By R. A. PIERSON,  
*Superintendent of Personnel*

During the month of January, there were 16 employes confined to the California Hospital, which represents 141 hospital days. The cost of the hospital service was \$825.00

G. R. Sharp, Motorman, Division Five, has been suffering with rheumatism for the last month.

S. A. Ackerman, Car Cleaner, Division One, Mechanical Department, who was injured December 26th, is still confined to the hospital. He is improving, and should have had a fine time for several days, as his friend Frank Dyer of the Mechanical Department was in the hospital during January.

W. D. Chauncy, Motorman, Division Three, had his tonsils removed.

C. D. Saavedra, Laborer, Way & Structures Department, who was injured last October, is able to be up and around. He is gaining slowly.

A. T. Carmichael, Car Repairer, Division Five, Mechanical Department, is improving, but it will take some time before he will get back to work.

C. A. Kern, Motorman, Division One, has been compelled to spend a few weeks in bed. He is improving and is anxious to get back to work.

S. H. McGary, Motorman, Division One, has been on the sick list for a few weeks. He hopes to be back on the job soon.

C. C. Clark, Conductor, Division Five, who has been sick since November 14th, is gradually improving.

E. L. O'Neill, Conductor, Division One, has gone to the hospital to have his appendix removed.

C. L. Peyton, Carpenter's Helper, Way & Structures Department, who has been sick since December 11th, is just about the same. He will probably be away for some time.

D. E. Farrell, Operator, Coach Division, was confined to his bed for several days with the flu. Seemed to be getting along fine, when he had a setback, but is now gaining again.

J. W. Devlin, Machinist, Mechanical Department, who sustained a broken ankle December 11th, is able to get around on crutches and is improving rapidly.

W. L. Greenwood, Motorman, Division Four, has been off due to pneumonia. He is now improving.

J. G. Morrow, Motorman, Division Three, dislocated his elbow recently, and has had quite a painful time of it.

J. C. Phillips, Watchman, Division One, Mechanical Department, formerly a Conductor at Division Three, has been sick since December 7th and is still confined to his home. "Jarvis"

as we all call him, has had rather a serious time, but we feel that he is now on the road to recovery.

L. Rasmussen, Conductor, Division One, made us a visit a few days ago. He looks fine and says that he feels better than he has for a long time.

M. B. Phelps, Conductor, Division Five, states that he feels much better, but is not able to resume duty yet.

W. H. Dyson, Conductor, Division One, has been sick for several weeks, and has suffered a great deal. He is much better now and hopes to be back to work soon.

H. A. Patterson, Motorman, Division Four, spent some time in the hospital recently. He is at home now, but will probably return to the hospital for an operation later.

W. H. Thun, Car Repairer, Mechanical Department, who was injured December 26th, is home from the hospital. He can get around, but will probably be off for some time yet.

Regret to report the death of three employes during the month of January, but there were no deaths among the wives of the employes. The three employes who died were covered under our Group Life Insurance Policy.

During the month of January, there were 163 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## LAMC Pistol Club

By R. E. RUSSELL

James D. Kilgore of the Wilshire Division was elected Vice President, and Lew Powell of the Mechanical Department, Range Master, of the Los Angeles Motor Coach Division Pistol Club at the last election. It was also announced that the Club will hold a dinner on February 12th.

## Appreciations

Letters of appreciation for beautiful floral offerings, and for sympathy and courtesies extended to them in their time of great sorrow have been received by the Company from: Mrs. W. E. Hancock and Edward E. Hancock; Mrs. Etta L. Larson (daughter of Mrs. Benjamin G. Gardner) and family; Mr. and Mrs. Wm. Austin and family, and Mrs. L. J. Overlock (for Charles D. Fisher); Minnie P. Horton and family.

## V. F. W.

While we have nothing of importance to report at this writing Veterans of Foreign Wars, Post No. 2828, are still meeting on the first and third Wednesdays of each month, and every meeting gets bigger and better.

We will have more news for you in the next issue. In the meantime, come down and see us some time.

GEO. H. STONE,

*Senior Vice Commander*

## Retired Employes

At the monthly meeting of the Association on January 21st Roy A. Linn, a Los Angeles attorney, spoke on the Social Security Act, explaining that it in no way will affect the retired men.

Another good speaker will address the men at the next meeting on February 18th, and all members are urged to attend.

D. L. GRACC, *Secretary*

## Foremen Meet

C. B. Lindsey, Chairman, called the meeting to order and gave some very interesting statistics from the Automotive Equipment Department.

Floyd Nolf read a paper on "Handling and Cleaning Motor Coaches", and recommended that an air compressor be installed for cleaning motor coach chassis.

Doyle Rishel presented "Recent Development in Tools and Equipment."

R. W. Anderson—"Improvements in Designs of Motor Coach Units."

A. L. Davis—"New Inspection Methods and Records," illustrated with charts.

D. J. Sullivan—"Factors Affecting Gasoline Consumption."

W. J. Dewhirst—"Line Reamers."

Following recess, Mr. Jordan took charge of the meeting, and gave a brief talk on the Social Security Act.

The chairman requested that suggestions be made for uniform terms to be used for reasons for discharge from service, and twenty-four different suggestions were received.

The meeting was then turned over to Mr. Burchett, who reported that twenty-two replies had been received by the Accident Committee, and referred to Mr. Jordan.

No further business, the meeting adjourned.

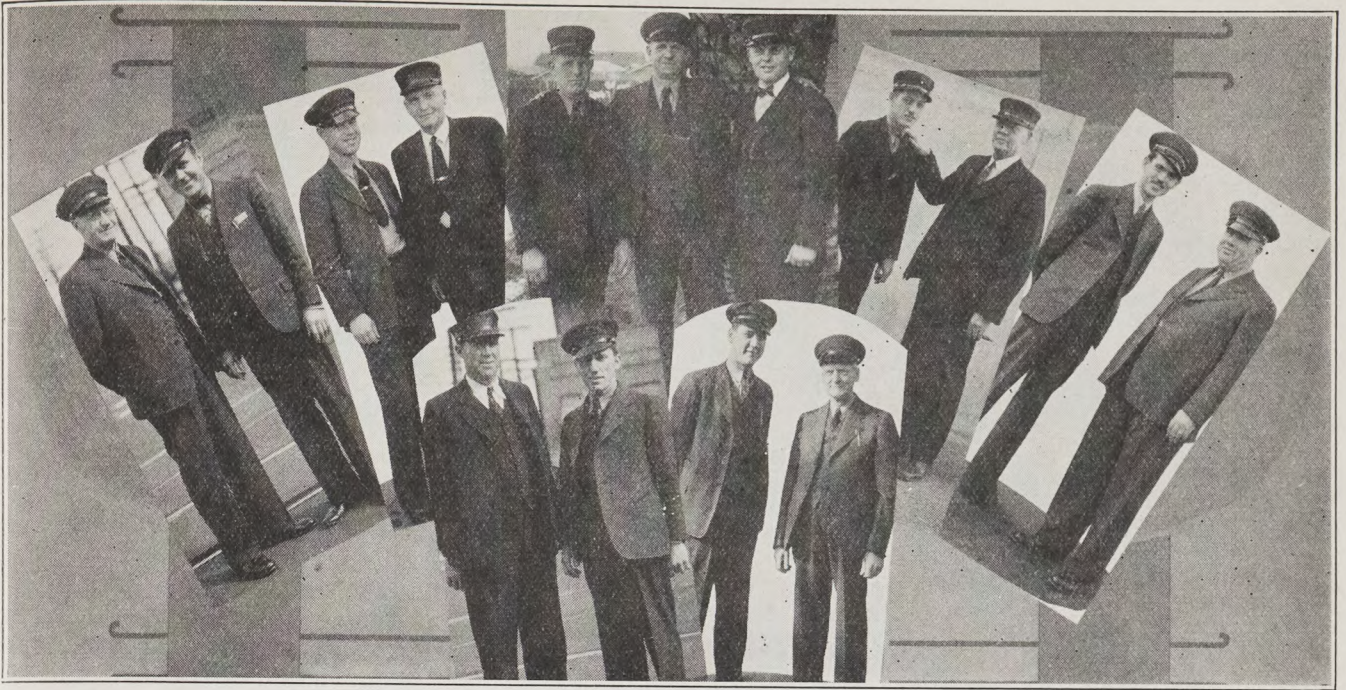
J. E. STEENROD, *Secretary*

Downstairs—"Didn't you hear me pounding on the ceiling?"

Upstairs—"Oh, that's all right. We were making a lot of noise ourselves."

Aren't you glad you didn't answer all the knocks of "opportunity?"





## Fathers and Sons with LARY System

There are quite a few father and son combinations on the Los Angeles Railway system. In many instances the father is an old timer with the Company and has found his security and happiness in a job that he likes and where his pay check always comes to him on time with no worries. When son grows up and has a family of his own to look after, father's ambition is to land him a job with the Lary Company where he, too, can be assured of a regular income.

And so, in traveling around to the various Divisions, we took pictures of some of the fathers with one or more sons in the service and here they are.

Top row, left to right: Patrick Kelly and son, Raymond M. Kelly, both conductors at Division One; Motorman George Schultz (the portly one) and his son Motorman Melvin Schultz, both of whom do their chores at Division Five. George has been with us since 1913 while Melvin entered the service in 1933, just twenty years after his dad. Charles H. Deane, Conductor at Division Three, has his arms around his two sons, at the left, Howard T. Deane a Motorman at Division Four and at right E. W. I. Deane, Operator at Division Three. Next to the Deanes are Arthur E. Temple, father, and Louis R. Temple, son; the father is one of Division Four's finest Motormen, the son chose conducting as his job. Frank O. Hebert, who appears at the extreme right, entered the Company's service as a Motorman and is now an Operator at Division Three; the tall, hand-

some young man at his side is his son Raymond, a Conductor at Division Five.

Lower row, left to right, O. H. Burton, Motorman at Division One, and his son, William H. Burton, Conductor at Division One.

William Millican, Motorman at Division Three, is one of our real old timers and his tall son, Frank D. Millican, formerly of Uncle Sam's Navy, came into the service in 1927 as Conductor, also at Division Three.

## Car Barn Cafe

We are very proud of our new twin 23 gallon, all electric coffee urn that has just been installed. This is a beautiful piece of equipment, and one of the latest of its kind.

Our Sunday patronage is splendid but Harry Tuttle says a little more along through the week to even things up would help a lot.

And here is a news item a little late getting in but news nevertheless: On November 29, 1935, a son, James Frederick, was born to Mr. and Mrs. Wm. A. Tyrell. Mother and child doing nicely. Mr. Tyrell is our Head Fry Cook.

And with that last choice morsel we must sign off until next month.

M. L. WHITE,  
*Motorman, Division Three*

Most of us won't be contented with our lot till it's a lot more.

## Bull'-eyes and Misses

The Los Angeles Railway Rifle and Pistol Club has arranged with the Range Master of the Inglewood Pistol Range for the use of the range on the second and fourth Sundays of each month. On those days we hold our matches with other teams. On Sunday, January 12th, we met the team from the Los Angeles Motor Coach Company and were able to defeat them with a score of 1128 to 970.

A match was held Sunday, January 26th, with the United Artists Studio but the match was held without the scribe so we are unable to set down the score.

On Thursday, January 9th, the annual election of officers was held after a turkey dinner.

R. J. MacMillan of the Substation Department, was elected President; J. C. Brewer, Coach Operator was elected Vice-President; L. F. Sparks of the Ways and Structures Department, was re-elected Secretary; J. R. Her-ring, from the platform service at Division Five, was elected Treasurer, and Denton Garner, Operator of the Coach Division was elected Executive Officer.

Don't forget the time and dates for our matches are at 10:00 A. M. on the second and fourth Sundays of each month and if you want to see the boys in action come to the range in Inglewood in Centinela Park.

L. F. SPARKS, *Secretary*

## Square and Compass

At 6:45 P. M. on the evening of January 18, approximately seventy-five Sons of Tyre boarded the good ship "Sea Breeze" and sailed away to the land of feasting and merrymaking.

To those members who were not so fortunate as to take this trip we say, "Make sure you have your reservation in for the next one." When the evening's festivities were well under way who should come rowing in but Admiral Phil Klingelsmith and his six hefty beach-combers, Ira Booth, Claude Campbell, J. H. McCornack, Elmer Wood, F. W. Lockett and M. E. Shannafelt. What a gang!

A welcoming committee was formed to assist the worthy brothers aboard ship. After this duty had been performed the party continued with President William H. Morgan appointing that good old southern "brothaw," Dan Johnston, as Master of Ceremonies. But it was not until after the food had been done away with that the real fun began.

To begin with, the Hon. Bill M. Morgan decided to make a speech about something or other. Just as Bill completed his first gesture the smoke from one of Fred Mellentin's election day stogies floated upwards and into the eyes and nose of Speaker Bill. There was no speech. Gazing about we saw "Señor" Kelley Holmes eating raw oysters, shell and all. Ah! But the tantalizing effects of an ocean voyage does strange things to some people. Oscar Elrod was seen wearing his new 1936 streamlined hair net and float-proof water wings. Nothing like comfort plus safety.

Two seamen were needed for watch duty in the crow's nest. Jack Bean and little Charley Polchow volunteered and up they went where they spent the balance of the evening writing lyrics to The Music Goes 'Round. Barnacle Bill R. Lane had a grand time making words with the alphabet soup. Too bad Bob Bath and Jack Thewlis could not be with us. And Henry Neel with his two prize-fighters. You should see them! Gene Laycox, the brother who brought his swim suit just in case, and Lloyd "Pop" Yeager were several times seen warming the rail.

It was good to once again have with us Johnny Miller and A. A. Shewmaker. Illness was the cause of their absence.

G. S. Mattern, Jr. has been unable to attend until last meeting due to an increase in the family.

Congratulations G. S. and are they boys or girls?

Elmer Tharp, an absentee for the past three years, took a bow. We

didn't hear Elmer's alibi but don't suppose it was the family angle. Or was it Elmer?

Jack Wilson, our erstwhile Director of Publicity and composer of Swan Songs, led a chorus in the singing.

T. Y. Dickey and Rex Guignard took in the fun.

Time out for the introduction of three new members. Step up and meet Brothers R. C. Hoyle, Carl Gutknecht, and G. E. Newton. We extend to them a most hearty welcome.

News flashes! Secretary Steenrod reports a big demand for the new dues cards. Have you yours?

Tuesday night January 28 was set aside for the raising of Brothers Meeks and Johnson at Glassell Park Lodge. Incidentally our own brother, Howard Jones, is W.M. of this Lodge.

Thursday night January 30 saw the raising of Brother Guidebeck at East Gate Lodge.

Phil Klingelsmith and his well trained Degree Team deserve a lot of credit for the splendid work they are doing in the "Making of Masons." Like President Morgan they are continually on the go.

A vigorous drive for new members will soon be launched. With so many employes eligible to become members it should be quite a success. It's up to you! Let's go.

HOWARD F. BABB, *Director of Publicity*

## Journey's End

Charles DeWeese Fisher, of the Special Roll, passed away January 10th. Mr. Fisher was a native of West Philadelphia, Pennsylvania. He entered the service of this Company as a conductor at Division One on July 24, 1901, later transferring to Division Five. He was appointed uniform inspector February 15, 1927, and placed on the Special Roll July 1, 1930. He was a member of F. & A. M. Mizpah Lodge No. 378 of Los Angeles. Mr. Fisher is survived by a niece.

Conductor Arthur Whitford Horton, of Division Four, passed away January 10th. He came from East Providence, Rhode Island, and was employed by the Company as a conductor on September 16, 1919. Mr. Horton is survived by his wife and a daughter.

Frank Starks Holland, Conductor at Division Five, died January 17th. Mr. Holland was born in Frazier, Missouri and started with the Company as a motorman at Division Two on April 17, 1923. He changed to conductor on April 23, 1923, and was transferred to Division Five July 31, 1932. Mr. Holland is survived by a daughter.

## Births

Safety Operator G. A. Campbell of Division One, has a new son, born January 6th, 1936. His name is Howard Barry Campbell.

Conductor J. C. Godwin of Division Four almost forgot to tell us about the handsome son who arrived at his home December 26th, but anyhow the little fellow weighed eight pounds and twelve ounces. They've named him James Robert. Best wishes, J. C.

Conductor Neil Flanagan of Division Four also announces the arrival of a husky baby boy on January 4th weighing eight pounds and eleven ounces. James Neil is his name. Congratulations to you, daddy and mother.

Motorman G. H. Nicholson had his home also blessed with the arrival of a handsome little son on January 5th weighing eight and one-half pounds. They'll call him Gerald Howard. And best wishes to the new papa and mamma. Mr. Nicholson is also a Division Four man.

Conductor Sam Hodel of Division Four also proudly announces the arrival of a bouncing baby boy at his home on January 23rd. They have named him Robert Donnie. Little Robert weighed in at eight pounds and two ounces. Congratulations to the happy parents.

On January 14th that popular Division Three conductor, Jimmie Imes, became a daddy, for on that date a little lady by the name of Sally Lee arrived at his home.

On January 15th a fine bouncing baby boy was born to Conductor and Mrs. L. J. Morris, Jr. His name is Louis Lee Morris and he weighed six and three-quarter pounds. Congratulations. Conductor Morris is a Division Three man.

The Jack Robinson family was increased to six on January 19th when Beth Ellen made her advent into this vale of tears and fighting Democrats. Both mother and baby are doing nicely, reports Jack who is a Vernon Yard man.

It's a little seven pound four ounce girl at Motorman H. E. Hutchison's house. Little Mary Louise, who arrived on Sunday, January 26th, and mother, are doing fine while daddy, who does his motoring at Division Five, is much better. Congratulations Mr. and Mrs. Hutchison.

Baby Patricia Joy was welcomed to the home of Mrs. and Mr. O. E. Anderson on December the twenty-ninth. Mr. Anderson is of the 16th Street Coach Division.

\* \* \*

Welcoming Miss Martha Rocha to the home of Tommy Rocha of the South Park Shops. She was born January 18th.

\* \* \*

A charming little five pound, four ounce baby girl was born January 28th and she was named Phyllis Ann Whinrey. Motorman C. L. Whinrey, of Division Five, is the proud daddy.

### For Sale

Pair of No. 15 horsehide puttees in good condition. \$1.50. Call Sta. 261.



H. N. COLE

According to a letter received from Motorman C. A. Kern, who has been confined to his home on account of illness all this year, he objects to an item in the last issue of Two Bells in which he was accused of a hangover from eating too much turkey Christmas Day. In the item we used the word "presumably" so, after all, we feel that no great harm has been done, and that his reputation and his standing in the community has not been injured to any great extent. However we most humbly apologize. Mr. Kern concluded his letter by inferring that he would not mind being accused of stealing a rope with a horse tied to the end of it or any other minor offense, but eating too much turkey, never. Here is hoping we will soon see him back, as we miss him very much.

For the past several weeks, Motorman I. T. Schuler has been trying to solve a problem revolving around an incident which happened at his home. A big bunch of plastering in his living room fell without any apparent cause, scattering the debris all over the piano and everything. On investigating, he found that a bullet had come through the roof and lodged in a lath, knocking the plastering loose. The course of the bullet was perpendicular and, naturally, he at first thought that the scene of war had been transferred too close to home to be comfortable.

This is one on Motorman R. B. Burnett and was told by his conductor, R. W. Bower. They had reached the relief point. A conductor jumped on the rear end and relieved Bower and a motorman in full uniform boarded the front. Naturally Burnett stepped off and went his way, little thinking that the motorman was deadheading his way to make relief on an "S" car. In a few minutes though, he knew all about it. Another man was standing by, so he ran out and took the run with very little delay.



At left is Phyllis Goliver, twenty-eight months old, daughter of Safety Operator Jimmie Goliver of Division One. On the right is her little playmate Nancy Lee Heflin, twenty-nine months old, daughter of Safety Operator Dale Heflin, also of Division One.

Conductor E. E. Sanders was off a week on account of the death of Mrs. Sanders' mother, Mrs. E. E. Morgan. The body was laid to rest at El Centro.

Motorman A. P. Bradshaw took a little trip to San Diego recently. He reports that preparations for the Fair are going on in a big way, and from all appearances the Fair will be better this year than last.

The smoker given by the Association of Transit Employees of Los Angeles on January 17th, was a complete success and was enjoyed by everyone who attended. Several reels of splendid pictures were shown by Motorman J. W. Bond. The moving pictures shown included a scene at the Zoo, an exciting rodeo act, and several reels of the San Diego Fair. Speeches were made by W. H. Hollenbeck, President of the Association; Governor Cooper of Division Four, and Secretary F. W. Mellentin. Splendid speeches, all of them. D. E. Fletcher, Governor of Division One, acted as chairman and cracked some jokes. After listening to Fletcher's speech, one is forced to the conclusion that he would make an excellent traveling salesman, although his speech was to the point, and like the rest of them, was very good.

Mr. and Mrs. C. D. Clark, with Mr. and Mrs. Bates and son and daughter, paid a visit to Mr. and Mrs. Ginn on January 12th at their home in Downey. Mr. Ginn was formerly Statistician for the Company. They have a lovely garden spot and home, and were they surprised when the gang dropped in on them! What with lots of good things to eat—the cake was especially delicious—an enjoyable time was had by all.

C. W. Ehrhart, extra motorman, claims the distinction of being the only extra man at this Division who has never been charged with a miss-out.

At this writing, Motorman A. J. Rosinstein is in the hospital, where he is operated upon for appendicitis. He is reported as doing well.

Conductor H. A. Hansen took two days off for a trip to Indio. Then he took another day off to rest up.

Conductor Lee Adkins has returned to his duties after being off for two weeks nursing a sore foot.

Motorman L. H. Shelleross is back on the job, having recovered from an illness which kept him off duty for about a month.

Lumbago seems to be in the air. At this time Conductor O. W. O'Neil is at home trying to shake off an attack, and Conductor R. H. Rogers called in for relief last Saturday for the same reason.

Conductor J. E. Caverly took a fifteen day vacation during the month, to visit relatives in Oakland.



L. VOLNER

Owing to a shortage of players in the Basketball League, several members of Division Three's players were drafted to take the places of the Office Team. On Friday, January 17th, the Division Three regular team met these boys on the court at Lincoln High School. The outcome of the game was very uncertain until the last few minutes of play, but the regulars managed to make a couple of scores, thereby keeping the scarlet tinge away from their faces.

Conductor W. S. Rice has returned to duty after several weeks of enforced leave, which was caused by an injury received while on duty.

The first sign of Spring: Members of Division Three's Baseball Team scattered all over the vicinity of the office building limbering up getting ready to keep the trophy for another year.

Operator Prouty is breaking in a new Chevrolet.

Conductor J. J. Olexo and wife visited the Division a few days ago in a brand new Dodge.

Instructor Grant Clear says he is going to make his Essex last ten years longer.

Conductor F. S. Burt and wife have returned from a Christmas visit to Chicago. Burt drove a Ford V-8 back to Oakland, and is sure glad to be back in the land of sunshine and flowers, as he encountered much snow on his trip.

In his duty as watchman at this Division, Charlie Merrill has to carry a clock with him as he makes his rounds. He also carries a lunch kit from his home to the Division, and from the Division back home. Several days ago he was walking out in front of the Division for a car to go home, when the watchman who relieved him noticed he had the clock instead of his lunch kit. Rushing out, he made the exchange before Mr. Merrill got away with the clock.

Everyone knows that our new book of rules is a dandy, both as to what it contains and the manner in which it is kept. And most everyone knows that there is one rule which states that the book must be carried at all times while on duty. Several mornings ago, Mr.

Herter, our congenial Clerk, was giving out an up-to-date leaf for the book in exchange for the old leaf, when Motorman "Chief" Myers called for his run Mr. Herter asked for his book to give him the new leaf. Mr. Myers replied that his book was at home; that he didn't want to carry such a nice book as that around in his pocket, wearing it out.

While changing the fenders out at Rimpau, on the "W" Line, the trigger was turned so it wouldn't work, so Motorman W. J. Bai stuck his hand in between the apron and fender to set same in proper position, but his conductor had not noticed where he had his hand and thought he would force the fender down, so he jumped on the fender catching Mr. Bai's finger, which resulted in a very painful injury.

Motorman A. W. Yeomans is spending several weeks in Helena, Montana, looking after business matters.

While waiting for a car at about five-thirty a. m. to go to the Division to report for duty, Motorman F. O. Hebert noticed he did not have his watch in the pocket in which he usually carried same. Rushing back home and looking every place in which he thought he might have placed it, he accidentally put his hand in his side coat pocket and there was the missing timepiece. Not having time to wait for the next car, he got out his auto and in his mad rush to avoid a missout ran over some traffic buttons and ruined a tire. Mr. Hebert says from now on he is going to have a certain pocket for that watch, and there is where it will always be kept.

Motorman R. W. Cate is on a several weeks trip to points in Nevada looking after business matters.

Manager Harry Tuttle of the Car Barn Cafe, who is always on the alert for something new that will give his patrons better service, has installed a new electric percolator. There are so many fixtures on the new machines that it resembles the interior of a submarine.

It is rumored that Raymond Smith, the Transfer Searcher, refused a second helping at a dinner he recently attended. Can it be that his hearing is impaired?

Conductor T. J. Hart and family are visiting relatives in Abilene, Texas.

Conductor C. F. Ely is on a short visit to Plainview, Texas.

It is rumored that the management of the Car Barn Cafe is dickering with one of our intrepid motormen with a view to having him act as its Director of Publicity.

Motorman L. C. Walden receives his nourishment via the soup route, but he says it won't be long until he can put them in a glass of water and tell them to ache.

After a two weeks stay at his ranch near Palm Springs, Conductor J. A. Thompson has returned to duty.

Motorman O'Howell and Conductor Darby piloted Car No. 2601 for a motion picture concern the latter part of January. All of their friends are anxiously awaiting the preview.

Where do all Division Three men and their families go on Friday night? Why to the Transit Employes Basketball game, of course. The capacity of the Lincoln High School gymnasium is

strained every Friday night to hold the enthusiastic spectators.

The night of January 17th Division Three Team played the Office Team, which is composed of Division Three men also. Talk about a civil war! It was a hard, clean-fought game and the outcome was in doubt up to the last few seconds of play. Among the large throng of spectators were Mr. and Mrs. Harry Tuttle and daughter, Marceline; Motormen W. A. Russell and W. W. Richardson; Conductors W. O. Darby, I. J. Kramer and C. W. Wilhelm. The Car Barn Cafe was well represented with Harry Tuttle, Manager, and Miss Ruby Denton, the salad girl. Division Three is indeed proud of the fact that much of the success of the Basketball League is due to the hard work and untiring perseverance of Motorman-Operator J. H. Gorby. We are glad to report that he is now back to work after being on the sick list for nearly a month.

At this writing Motorman Carl Morris reports that the Division Three Team is now tied for first place with Division Four Team, and that his men are fit as a fiddle and raring to go, for the deciding game.

Division Three lost by a score of 17 to 16. Division Four has a fine bunch of players who don't overlook any bets, and they also have an enthusiastic bunch of rooters from Division Five who thoroughly enjoy seeing the "Foothill Bunch" get the worst of the going.



## Division Four

C. J. KNITTLE

'Way down in the south end of town, is the cozy little home of Mr. and Mrs. Peter Winkelhorn. The neighbor folks can't help liking the Winkelhorns for they are certainly fine people and have mastered the knack of getting along.

Of course, even as you and I, the Winkelhorns have always hoped that some day a miracle would happen—that, by some mysterious blessing, they would wake up and find themselves on Easy Street.

Mr. Pete, mind you, is not lazy. No, sir. He's a street-carman and has a regular run on the "2" Line.

Just to show you what an agreeable man he is, a fellow-trainman operating the "2" car immediately following him became ill early in the evening of January 23rd. Pete was due to pull into the car house. The follower was scheduled to make another round trip. The Supervisor asked Pete if he would make the trip for the sick man.

"Why, certainly," replied Pete, "I'll be glad to make it for him."

Down in the cozy little home, Mrs. Winkelhorn waited patiently. The time came when Mr. Pete usually arrived home. His carefully prepared supper was ready to be served. She was dressed especially nice that evening because it was Thursday and Thursday was the night on which they always took in the neighboring movie. As a matter of fact,

most all the folks down there went to the show on Thursday because it was Bank Night.

Mrs. Winkelhorn, no doubt, began to wonder what had happened but she continued preparing for the quick getaway. She laid out Mr. Pete's good clothes and arranged the shaving things and finally sat down to read a while.

An hour and a half passed. Then two. The third hour was well under way when Mr. Pete came bustling in.

"I'm sorry, honey," he hastily explained, "My follower took sick and they asked me to make a round trip for him."

"Well, that was the thing to do," she agreed, "I'll bet you are hungry."

So with the movies forgotten, the Winkelhorns chatted gaily as Mr. Pete went into the generous outlay of steaming food.

Later, they retired to the living room and had just gotten comfortably seated when knock-knock-knock-knock-knock!

Mr. Pete started to open the door. An excited neighbor woman bursted in. "Oh, Mrs. Winkelhorn! I couldn't get here soon enough!" she gasped, "They screamed your name a dozen times in the show to come forward and receive the \$500 bank but you weren't there so they took it away to keep for next weeks' winner."

"How did the Missus stand the shock?" we asked Mr. Pete.

"I can hardly describe how it has upset her," he replied calmly. "As to the neighbor lady, I wish she had been more thoughtful and had not told us at all."



Carol Lee Bastian. Another million dollars worth of homemade sunshine. Carol Lee was only two days old when this little photo was taken. She will soon be two months old. She is the daughter of Conductor H. J. Bastian of Division Four.

Conductor G. A. Butler was granted two weeks leave January 15th to take a trip to Washington.

Motorman C. C. Backes spent four days in San Francisco recently visiting a brother who is ill.

Conductor L. H. Elliott left for Nebraska January 25th to visit his mother who is not expected to live.

Two bandits robbed Operator C. P. Rutledge of twenty dollars (and some cents) in cash and tokens about 8:30 P. M. January 16th at the Montecito terminal of Line "2."

Conductor A. W. Horton, one of Division Four's beloved old-timers, passed away Friday, January 10th. Conductor Horton had been a member of this Division since October, 1919. During the recent strike, he was severely beaten by a band of strikers. His death was caused by a brain tumor. He was buried in Inglewood Cemetery, January 14th. A beautiful floral tribute expressed the

sympathy of his many Division Four friends.

The most prominent miss-out in January was that of Steve Cooper, Conductor and Governor of Division Four Unit, Transit Employees, Inc.

Motorman A. J. Lange attempted to start a new style in footwear Sunday, January 19th, when he appeared wearing shoes that were not mates. Both were black but one had a very broad, blunt toe. The other was decidedly narrow with a pointed toe.

Conductor G. E. Wakefield evoked a great deal of laughter one day recently. Wakefield was assigned to a "P" Line extra that was due to pull out at 1:25. While riding to the Division on a "5" car, he saw he was going to be late for the run. So he hopped off at Santa Barbara and Vermont and hailed a taxi. The fare turned out to be eighty-five cents but he arrived at the Division with four or five minutes to spare. "Well, here I am, Pop," he announced, smilingly, "Slip me the transfer for that 'P' Line extra."

"Just find yourself a soft seat over there," replied Pop Ellis, "That extra has been cancelled."

Conductor R. T. Melton was one of the eighty-five students graduated from the Angelus Temple Bible School on January 16th.

\* \* \*

#### Married

C. E. Blakeman, retired Division Four trainman, who drops around occasionally to sweeten the temper of his old colleagues with a line of honey from his own bees, informed us that he has been married since December 23rd. Miss Grace Rice was the lucky lady. Our best wishes for many years of happiness together are extended to Mr. Blakeman and his happy bride. Incidentally, both have remarkable records of public service. Mrs. Blakeman retired recently after forty years of teaching in public schools. The greater part of her service was in the Los Angeles School District. Mr. Blakeman retired from the Los Angeles Railway service with an excellent record for thirty-two years, twenty-four of which he served as conductor, five as a towerman and three as Information Man.

\* \* \*

The sympathy of Division Four trainmen was extended to Conductor J. Cook January 4th, on the death of his mother.

Motorman N. C. Ervin, who suffered a broken neck in an automobile crash Christmas Day, paid us a visit one day recently. We were pleased to see that he was recovering rapidly although he will be obliged to wear a cast and metal brace for probably two months more.

Ervin was traveling south on Vermont Avenue in the evening of December 25th and stopped at 74th Street to examine a headlight which had evidently burned out. Shortly after stepping in front of his auto, a hit and run driver crashed into the rear.

Ervin, thrown violently backwards, struck the paving head first and did not regain consciousness until after being removed to the Receiving Hospital. The driver of the other automobile has not been located.



Mary Lynn Parrish—just a little bundle of happiness. Mary Lynn will be one year old on February 24th. She is the daughter of Motorman W. H. Parrish of Division Four.



FRED MASON

Well folks, things must be picking up as we find, during the month of January, four of the boys resigning to take up other work. Two of them, Conductor J. C. Heath and Motorman G. W. Louthian, are now working for some local aeroplane company, and Motorman M. B. Doran is going into the meat business with his brother; while Motorman H. K. Diebold has something up in Oakland. We all wish these boys the best of luck.

Upon checking up the number of fathers and sons we had working out of this Division we found we had eight, which we believe is quite a record.

Some time back Conductor Frank Wier received his first sick indemnity check and a couple of weeks after he was asking when he was going to get his money. He was informed that he had received his check and he replied, "Yes, I know I did, but I haven't got the money yet from Hartford, Connecticut." When asked what that had to do with it, he replied, "Well, that's what it said on the check." It then developed that Frank had read on the check "This draft properly endorsed if sent direct to The Hartford National Bank & Trust Company of Hartford, Conn., will be paid at par in New York Funds." So Frank did just that. However, he got his money alright.

Once in awhile Motorman George Coulter gets caught for running thirty sec-

onds ahead of time, but his wife, oh my, she was way sharp. George has a run that calls for him rising at 3:00 A. M. and that's just how he sets his alarm clock. On the occasion in question Mrs. Coulter was the first to wake up and glancing at the clock she saw it was ten minutes to three so she arose, slipped the silencer on the clock, and proceeded to prepare George's hot cakes, bacon, eggs and coffee. Everything was well under way when she decided to get George up and upon glancing at the clock she saw, much to her surprise, the clock said ten minutes after ten. When she told George about it in the morning he said that he had heard about a guy getting up at two o'clock in the morning to go for a horseback ride, but getting up at ten o'clock at night for breakfast is a horse of another color.

The only difference between Rip Van Winkle and Dick Hoyle is that old Rip had something to drink before he took his long nap. Yes, Dick slept the clock around recently. The clock went round and round and Dick slept on, yo-oooo!

Word has been received from Conductor Al Bristol, who was called back to Utica, New York, on account of his father's illness, that his father passed away while he was en route. We all join in expressing our heartfelt sympathy to Al.

Condolences are also expressed to Conductor Roy Platner on the passing of his mother. Roy is now back in Chicago where the body was interred.

Motorman George Stedman is due back shortly from a thirty day vacation in San Francisco.

Another early vacationist is Motorman M. L. Larson. He's off for sixty days and is resting up at home.

Conductor Tommy Carey is back from Denver, Colorado, he having been called back there on account of his father-in-law's death. Our sympathies are extended to Tommy and his wife.

We were certainly glad to have Conductor Floyd Monnier drop in to see us recently. He was looking fine and he wished to be remembered to all the boys he was unable to see.

About the happiest man around this burg is Conductor A. A. Shewmaker. After being off with a cracked up foot for six months, he's as happy as a two year old kid with a new toy at being back to work. While he's only working trippers now, it won't be long before he's back on the old "regular" with the rest of us.

Our basket ballers lost a close one to Vernon Yard on January 24th, and apparently they started a night of upsets, as Division Four took Division Three into camp by the score of eighteen to seventeen. Our gang, however, is still in the running for second place and it's going to be a hot race.

\* \* \*

#### Wedding

On December 9, 1935, Conductor L. O. Blevins, of Division Five, decided he would make 1935 the last year he would pay income tax, so he took unto himself a wife, Miss Helyn Newhouse of Alhambra. The boys of Division Five extend to Mr. and Mrs. Blevins their hearty congratulations.



# ELECTRICAL



WALTER WHITESIDE

## LINE

Invitations for the house warming of the new Line Department Warehouse should be sent out soon, judging by the nearness of the completion of the new building.

Although a little late in reporting, it is a well known fact that the only member of the Department to take a few days off after the holidays, due to illness, was Leonard Brown.

Sailor Urban purchased a (new) second hand Chrysler recently, but before making any purchase he borrowed Heinie's car to practice on. During said cruise he was stopped and requested to leave his autograph with an officer with a brown complexion. Sailor swears to this day he didn't violate any traffic ordinance and doesn't know why he was waylaid.

\* \* \*

## Married

Congratulations are in order for M. J. Martinez on his recent steps along the matrimonial road. Haven't been able to mention many particulars but he is now a brother-in-law of a fellow employe, E. Rios.

\* \* \*

The latest major job by the Department is the installation of a new feeder in Eagle Rock.

Howard Barnum had the misfortune of having his car stolen some time before Christmas. He notified the police but they weren't able to help him in any way. Shortly after Christmas a friend of his called and informed him that a car parked on Pico Street looked like his, whereon Howard proceeded to the location and found that the car in question was his. Of course he had to reward the Police Department with a box of cigars.

Anyone interested in meeting a beauty doctor of unknown ability, contact Lloyd Yeager. Lloyd has been giving beauty treatments to several people in the city and has obtained very promising results. It probably won't be long till he hangs a sign on his front door reading "Beautician Doctor."

Frank Tarpley, Frank Whittley, and E. C. Welch had to take a few days off due to illness. At this writing they are all well and back on the job again.

## SUBSTATIONS

The sympathy of the Department is extended to Elmer Sharp and family on the death of his father-in-law, who was accidentally killed in Minneapolis. Elmer's wife and children left for Minnesota immediately, leaving Elmer to spend Christmas alone.

The accident in question was very peculiar in that two cars collided in the street and skidded over the curb, hitting and killing Elmer's father-in-law who was walking on the sidewalk.

We are sorry that Merle Smith resigned but know that he has bettered himself with his new position working

for the Government. His place is being taken by H. A. Sinderhauf.

A certain substation operator purchased a new electric refrigerator and being of a very economical nature removed the light from it because he did not want it burning all the time.

Walter Drummond had to take a few off due to a very bad cold.

## ELECTRICAL CONSTRUCTION AND BONDING

There is not much news in this Department this month, everyone keeping extra busy.

Pete Goodas helped the city of Huntington Park along with a three dollar check for jumping a signal.

Foreman Pete Goodas, although a very large man and very husky, let a little cold get him down so far that he had to spend a few days in bed.



# 16th Street Coach

TOM CASEY

D. G. Barstow, banking on the fact that he was to have a student and therefore an extra dollar, ate an extra good dinner the previous night and a very fine breakfast in the morning. What a terrible disappointment there was when Barstow found that the student had to take sick leave.

F. E. Epp says that the look on his face is not from marital troubles but just from working with Barstow.

R. "Lopozio" Griffith is finally convinced that the milk on Verdugo Road is not good for his constitution.

Two days after applications for chauffeurs licenses were made out, "Toothpick" Bayley awoke to the fact that his should have been renewed.

A. J. Grode says that if the school boys on Normandie do not let him alone he will have to change to another line.

J. D. Burns has a regular run on the Avalon-Main Line—Hot dog! Look out, girls!

We expect A. V. Hitch to return to England now that they have a new king. We hear that he intends to reopen his castle at "Tweeter Dam on the Rotten Ham."

John Lernar is in circulation again.

Abe Lincoln called at the office the other day equipped with a pair of double-barreled crutches, and looking like a remnant of the Civil War. Abe had a piece of steel in his foot and it took an operation to get it out.

Ivan McDowell made a call with a couple of nice apples, highly polished.

H. V. Skoog has been rechristened by a street car man from one of the Divisions.

Lee Bandle and Sherman Cookson would not feel at home unless they were working the San Pedro Line.

Other people may have been a little late but Al Brehm got himself twenty dollars out of the "Get yourself a new car" chain letter system.

"Toothpick" Bayley is putting on plenty of weight lately. It must be the diet.

This news is a little late but it must be made known. After getting orders for about two hundred pounds of Christmas candy Al Brehm had to cancel them because the candy company could not fill the bill. Further news is not printable.

"Tripod" Kresge does not talk unnecessarily on the East Ninth Street Line since he ran up a bill with a certain doctor.

"Granpaw Lopozio" Griffith has picked the Verdugo Road run. Look out for the cows, Roland. His friend, "Kid" L. E. Cook, is working Beverly—look out for the street cars, "Cookie."

"Race Car" Lester takes the south turn in the Ascot Speedway in an upside-down position. It is the only way in which he can qualify.

## GARAGE

Many of the boys at the Garage have been off to the races at Santa Anita. Some of them have done well out there but there are others that came back badly broken both in pocket book and habits. "Scotty" Crawford tried Mrs. Rippert's method of figuring out the winners but we cannot use the words that were used to express just what "Scotty" thought of that system.

"Buck" Jones won a nice pot when he bet on the right horse.

Here is an enigma for somebody to figure. Doyle Rishel won a dollar which he did not get because it was taken from him when he did not win it. It sounds silly, but it is the truth.

Harry Nordmark sees ducks flying by his windows on some of these mornings. Of course we believe that the presentation of such a scene is largely dependent on how Harry spends the preceding evening.

The "jungle rhythm" is getting "Red" Crawford.

"Bill" Craig is now working days and seems to be delighted about it. R. G. Larson from Division One is taking Bill's place on the Third Shift.

P. Marsh is back to work after being off with the flu for about nine days.

The Carburetor Department has moved to the proving stand where there is more room and a more suitable place for such work.

Mrs. and Mr. Parker moved to a new home, so we hear.

Sam Turner got a watery reception from the little Jewish woman against whom he had an automobile accident suit.

"The Colonel" is cutting down on our pencil supply and the boys wish Wally Weberg would change his account to another credit house.

Ray Anderson had a house warming surprise party out at his new home one evening last month. He was presented with a nice set of colored pottery and everybody made quite a celebration.

The battery room art gallery is expanding.

Things we notice but seldom mention—Sam Turner's facial expression when something goes wrong with a job of his; the look on Frank Bruner when some-

body else "pulls out" number ten or one thirty-eight; Earl Peteway's capers when he has beaten the "Chink"; Frank Ralph's disappointment when he strikes out in the noon hour ball game; Claude Simmons' determined desire to drive the ball up on the roof.

J. H. McCornack is carrying on a correspondence in a secret code.

Billy Welch now has a pet snake that he carries around with him. It seems that he just cannot leave those snakes alone.

Watchman McClean has a model T Ford that he claims will beat any car in a race across the street. We believe that we should leave him with such faith in his car.

Joe Gentry thought that he was helping a needy man when he gave away a work shirt. He found out later that the man had more shirts than he needed.



R. E. RUSSELL

Our Assistant Manager, Mr. Patton, returned from a trip East on the 25th of January. He used the railroad eastbound and drove back via El Paso and Ft. Worth in order to miss the bad weather. While in Detroit he visited some of the large automobile plants and went through the General Motors proving grounds.

The "No Accident" contest is going along fine and showing good results. The boys are taking to it like ducks to water. The Coach Division, Virgil Street and Wilshire Boulevard are the participants. Each day's results are posted on the board and at the present time Virgil Division is holding the lead. Remember there will be no accident meeting if we can stay under fifty each month.

Operator Verditz, who works a swing run on Western Avenue, is very popular with his passengers by hauling more than anyone else on the line. He is being helped out by the other operators. He used to be a "sharpshooter" but of late can't seem to make the score.

Operator Brown, who is on the extra board, copied the wrong schedule and as a result, missed out. This hurts as missouts now cost money.

Jack Stewart arrived at Melrose and Western the other day a little late and was further delayed when a woman who had left his coach from the rear door ran to the front door to take a Melrose Coach, thereby causing him to miss the signal.

Operator Barnes got a hurry up relief the other day and those of us not on the "In" are wondering what it was about. How about an explanation.

We would rather lay Operator Drummers running late to a B O watch than to intimate that he is running ahead of time on purpose.

If some bright person can put a bed and an alarm clock on the back end of the Sunset Boulevard coaches, Operator

Elmore will appreciate being assigned to one of them.

A map and compass were given recently to Operator Paterson who is having some trouble finding the route of the Silver Lake Line.

The four new 32 passenger Yellow coaches are now working nicely on the Crenshaw Boulevard Line.

The life of a schedule maker is not a bed of roses according to members of the Highway Transportation Class who are now trying their hand at schedule making.

D. Frye, our head greaser, has taken a three weeks vacation on the doctor's orders. He has been in poor health for some time, but we hope he will be back to work soon.

Howard Wallace, the road call man, was accused of an accident but he says he will not say anything until he consults his attorney.

Master Mechanic Forsberg has been unable to go hunting or fishing of late because he is so busy watching the new Vine Street coaches.

Ed Williams was made Assistant Coach Inspector recently.

Al Gardner won a stove at the picture show the other night. He did not need the stove so he traded it for two radios. Now he can hear his radio programs twice.

J. J. Paul is building a new home in Burbank. He expects to be in it by the last of February. We will all be at the house warming if invited.

A. D. Gardner and Operator Hubbert lost their shirts on the horses. They say the tips were wrong. Too bad, but we live and learn.

Howard Davis is able to get his mind on his work now that law school exams are over. He says that there were problems given that even the Supreme Court could not decide and that the first principle of a good lawyer is to deny the allegation and defy the alligator.



F. F. ROBEY

#### DIVISION ONE

Watchman Phillips has recovered from his operation and is reported to be getting along nicely.

Jim Griffith is on the sick list.

Tom Lock has been transferred to South Park Shops. We hope, Tom, that you like your new job.

Lee Sherrill, Tom Hartley and Al Williams all have contributed to the Policeman's Benefit Fund. Their receipts mentioned speeding, double parking and going through red signals.

We have three new men with us. They are W. C. Kelly, B. W. Horton and G. A. Anders. We're glad to have you with us, boys.

Al Wutherick and family spent a very enjoyable week-end at his brother-in-law's ranch at Indio. It took Al seventeen shots to bring down three brush

rabbits. Al also recommends the "Trip-hammer" at Indio.

About ten night mechanics made a trip to Saugus to get some rabbits and brought back a total of two. This was their first trip there and it is the last. Kenny MacDonald got a glance at one rabbit, but before he could shoot, a horse got in the way. He says he bought that bully beef he had for lunch.

The .22 Club boys would have been better sticking to their tin can shooting.

Irwin Soter has been off sick for the past month. We all wish the old "Chief" a speedy recovery.

Another old timer, Ralph Lathrop, has been transferred to Division Five Days, and is replaced by B. E. Bremm from Division Four.

The car cleaning crew has almost been cleaned out by transfers. The new men are F. W. Wallace, K. E. Mawby, W. A. Shirk and F. A. Palfreyman. Welcome to the gang, boys.

For the information of the old timers of the night crew: Harry Swartz is still the king of the pitch players. He has collected enough hides to start a shoe factory.

#### DIVISION TWO

An old time Division Two Car Repairer, Harry W. Stevens, paid us and the Shop boys a visit the other day. Harry worked here as a pump man for years, but at present is a Deputy Sheriff of Los Angeles County and is located at San Dimas.

Mrs. Lillie Hart has returned from a hurried trip to Texas and is back on the job again.

Watchman Holdsworth spent his time off and a few extra days in San Francisco on a business trip.

R. D. Starling, an old time Student Instructor and ex-motorman, is the new watchman at the west gate. Welcome to our gang, Dick.

Our General Foreman, W. T. Brown, paid another one of his periodic visits to his old pal and sidekicker, Len Martin. Mart is enjoying good health and wishes to be remembered to all the boys and would appreciate any of them calling on him if they pass his way. He is located on the main highway five miles beyond the summit of Cajon Pass and eleven miles this side of Victorville at the junction of the main highway and the road to Adelanto.

#### DIVISION THREE

H. Wescombe was seen pushing his Ford. That's the worst about those "dollar cars."

Leo Harryman is now settled in his new home in Montrose.

Al Hamberg has moved at last, but not far—only a couple of blocks.

Our rotund Clerk, George Treneer, has at last got settled in his home—all remodeled and new furniture. Some class!

Mrs. Whitlow, Car Cleaner Forelady, has been off for several weeks with a case of flu.

By the looks of him, W. Alport is trying for heavyweight honors. Strange how some fatten up after an operation.

Boyd Walters says he has sure got a swell cactus garden. Been collecting them all over the country.

## DIVISION FOUR

Any one wanting to know the best kind of pastry to bury your face in, ask George Smith—he'll probably tell you—raisin pie.

N. A. Keller, who has recently been released from a two month's session in the hospital, is now back working Day Shift.

Dave Sanderson, Howard Babb and Fred Anderson have been transferred to South Park Shops. Good luck, boys.

We extend our sympathy to Mrs. Elee Smith on account of the recent death of her son.

We have added to our car cleaning gang W. Cupps, J. R. McMeheew and R. N. Sperry. Welcome to our ranks.

E. H. Lee has been off for the past week on account of sickness. Hope to see you with us again soon, Lee.

L. M. Thomas is back at work again after two weeks on the sick list.

Leland Lee from Division One and E. W. Nokes from Division Three are now with us on the Day Shift.

## DIVISION FIVE

Special notice to L. F. Sparks: Here is some shooting data you might be interested in. J. Hale, M. Graham and T. R. Smith of the cleaner gang, after promising every one rabbits for dinner, supper and breakfast, went after them. The results: Hale nine shots—1 rabbit; Graham twenty-one shots—2 rabbits; Smith twenty-five shots—no rabbits. Of course, they had good alibis. Why, sometimes a rabbit would run between the boy and the rabbit he was going to shoot, and of course, you can't shoot under difficulties like that.

And while we are speaking of shooting, didn't Jimmie James borrow Basil Allen's shotgun about 2 months ago? Come on, Jimmie, what happened? Did it blow up on you, or did you just naturally shoot it to pieces?

F. E. Dudley, Sr., who lives east of Division Five, was seen by a certain party coming to work from the west. The certain party being sort of a Sherlock went to work on the cast and proved beyond the shadow of a doubt that Fred really did ride by the place. In fact, all the way to Crenshaw.

Andy Duncan, who drives the nicest, cleanest Chevy we know of, has a wife who raises sweet peas. Andy decided that as the wife was getting so many compliments on her flowers he would help out a bit. So he found a man who would gladly let him have two large bags of rabbit fertilizer for nothing. These were loaded into that nice Chevy and taken home. Then the fun (call it that if you want to) began. As he was trying to lift the bag out of the car the bottom came out of the bag. After about an hour of sweating, swearing and sweeping the stuff was transferred to the sweet peas. More fun. Next night Andy hurried home to gather sweet peas, only to find them looking like someone had touched a blowtorch to them. A retired farmer living next door to them, told Andy the folly of putting green fertilizer on growing plants. We notice that Andy has taken home a bunch of sweet peas every night to the wife and several bottles of deodorizer for the Chevy.



F. ARLEIGH FRAZIER

A very good sign of old age—George Duffin with a golf club.

John Devlin, while helping to build a boat, fell off and broke his ankle. He was around the Shops the other day and says he has his car fixed with a cable so he can drive with one foot.

J. E. Spicer, W. W. Huskey, Ray Ernst and John Blidal were riding home with E. Edwards during the last rain and, nearing Hawthorne, the car hit a slick place in the road and turned over. J. E. Spicer was the only one hurt. He had three broken ribs.

Roy Blaize is to put on a party for the Machine Shop boys. See him for particulars.

Roy Blaize chews a whole package of Wrigleys at one sitting but complains it won't keep over the week end. Might suggest letting Huskey chew it Saturday and Sunday to keep it fresh.

W. W. Huskey and Sherman Kriewald must have attended the convention of ladies' clubs from the amount of perfume each had on. Sherman had so much on he couldn't stand it himself so he had to shed his shirt.

O. Rivers has been taking a new kind of lesson. That of eating worms without making a face.

Roy Blaize hasn't as yet been dizzy or gotten a headache rolling wheels.

Warren Knowles must be playing in some side show and didn't get through in time to clean up before coming to work as he was nicely painted and roughed up.

We wonder what kind of a door Paul Abbey ran into this time to get two black eyes.

Welcoming new men: Ray Comport, Tommy Lock and Howard Baab to the Truck Shop.

Harry Longway, Foreman of the Truck Shop, likes gold fish. Last week he was a visitor out on South Wilton Place, about the nine hundred block. It seems that this was Harry's first visit as the next day he was telling all about rasing gold fish and killing them off young.

"Spike" Genge, Bob Adams and J. J. Meehan are still off sick.

Ben "Umbolt" Bradfield had three beers on the money he collected for flowers for King George.

Warren Brown says he will have to write it down the next time he thinks. He just can't remember whether he ever did or not.

O. Rivers was painfully injured by letting a 125 pound gear fall on his foot.

H. C. Smith returned with his self-driving car after riding for two weeks in the rain.

Two brothers, Jean and Huey Lendy, one morning got off the Hawthorne car at Redondo Boulevard and Florence to catch the Florence Bus instead of going to the bus stop at West Boulevard. Evidently they needed a work-out that morning for it is three block to where

the bus turns on to Florence Avenue and they sure had to run.

Warren Brown was home sick for three days.

H. Steenrod says he drove to the mountains over the week-end, putting 300 "molls" on his car.

F. W. Dyer is off sick.

Jack Bailey had a slight operation.

Ted Oglesby is off sick.

R. Olson resigned to go into the painting business.

The Shop boys extend sympathies to L. Spratt on the passing of his mother.

H. Hutchens transferred to the Garage Night Shift.

Alex Hodge transferred from the Truck Shop to the Paint Shop.

\* \* \*

## Married

Sh! Sh! Tom Davis got married.



H. I. SCHAUBERT

Beryl Rodifer received a badly crushed foot when a rail turned over the other night while he was working on the Ramona Boulevard job.

Frank Putnam was welcomed back to work the other morning after having been on sick leave for nearly two months.

Bill Swearingen swears to take good care of himself from now on following his recovery from an attack of pneumonia.

Bob Gain proved himself to be an iron man during a recent ordeal. He received a piece of steel in his arm and permitted the doctor to probe the wound and sew it up without taking any anesthetic. Even the doctor had to commend him on his nerve.

Ray Cooper's 1936 alibi for a black eye is that he received it in a basketball game instead of having walked into a door in the dark.

Jimmy Watkins started off the New Year with a lot of hard luck. His first bad break came when his home was burglarized. The next was too many miles per hour in Vernon while being towed up Santa Fe Avenue by Babe Gravino. Jim will have company in his misery, however, as the heavy hand of the law fell on Babe at the same time.

Foreman Medina is undergoing the tortures of having all his teeth removed. Here's hoping the new ones fit better than Axel Weberg's did.

The height of something or other. Skipper Sparks thinks nothing of spending a couple of thousand for a boat. Yet he wasted a couple of hours trying to strain the coloring from ethyl gasoline so that he could remove some spots from his pants.

Good news for the Personnel Department. Charlie Jamison, Road Janitor, only moved once last month.

No children, that is not the reincarnation of Theodore Roosevelt. That's Jimmy O'Connor with his new store teeth.