

# TWO BELLS

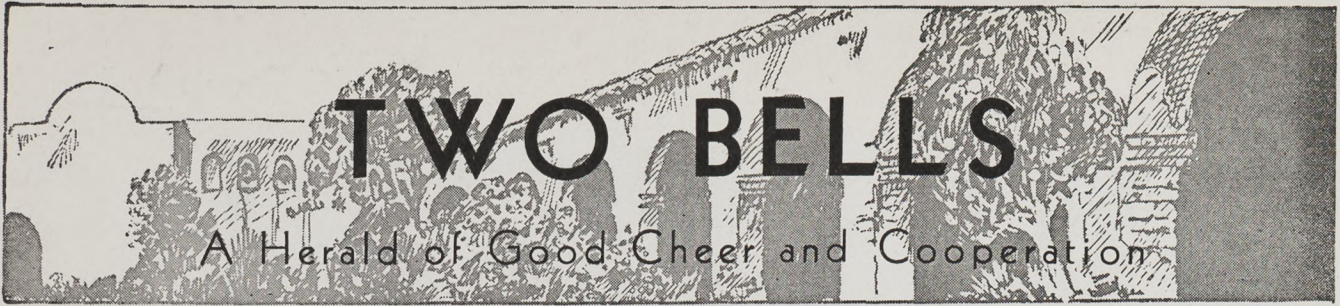


## Footholds

Troubles are footholds  
On the climb of life;  
If a man had no struggle,  
Or knew no strife,  
He'd still be swinging  
From tree to tree,  
Playing and grinning  
In primitive glee.  
Rough ways may hinder  
The upward climb,  
But they toughen us up  
For another time,  
When strength is needed  
A great deal more.  
Just welcome the bumps,  
If they make you sore,  
Don't fuss and fret  
Yourself to distraction—  
The rougher the surface  
The better the traction.

—Storr





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Number Seven

JANET C. McNEILL

Publicity Manager and Editor

## Lost Fares

WE DON'T suppose many of you trainmen have ever had the experience of running to board a street car and have it move on without you. Oh, have you? Then you know how a prospective passenger feels under the same circumstances. We saw this thing happen the other day, and, judging by the look on the face of the man, his opinion of the company and its service was anything but complimentary.

It's all very well to have street cars and coaches that are mechanically in good order, schedules that operate smoothly, tracks that are well ballasted, etc.; but if we do not give good service from the standpoint of the passenger, we are falling down on the job.

What counts is how well we are meeting the *needs* of the passengers, and if we can save a passenger a wait of three, five or ten minutes without upsetting our schedules, we have gone a long way towards filling the bill.

Of course, there are many cases where a customer who runs up late cannot be picked up; for instance when traffic signals change. It is all a matter of judgment. If a car is coming right behind, the customer, of course, is not as sore as if he had to wait some time.

What does make him mad, though, is for neither the conductor nor motorman to see him at all. This is just like a storekeeper turning his back on a customer who comes into his store to buy goods. Probably passengers are asking for tokens or transfers, but even then a conductor can keep his eye out for a last minute customer wishing to board, or the motorman should see such a person in his mirror. Motorman and conductor should check and double check every possible fare.

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*A man with a whole lot of education but without common sense is like a man traveling with an empty bag.*

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*Anyone can advance when the going is easy.*

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*One thing worse than a quitter is a man afraid to begin.*

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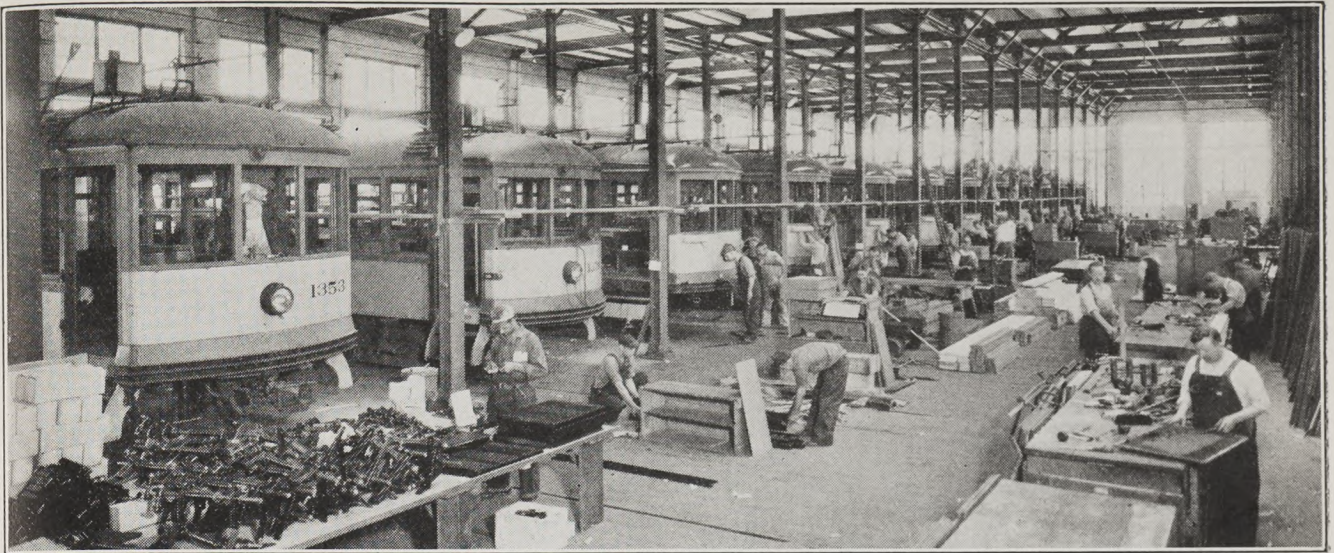
*Ideas are like rivets, they should be driven home and clinched while hot.*

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*"Suppressing a moment's anger may save a day of sorrow."*

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*Some men grow under responsibility, others just swell.*



These are busy days at South Park Shops as the 118 street car reconstruction program gains momentum. H. E. Jordan, our Superintendent of Equipment, has the entire job carefully planned ahead and every man and every bit of material fits into this plan with the maximum of efficiency and the least loss of time. The cars to be rebuilt are lined up each in its own frame and materials as they are fabricated are laid or stacked at a convenient place near the car they are to be used on.

## Rebuilding Speeds Up

By H. E. JORDAN  
*Superintendent of Equipment*

The first ten sets of the National Pneumatic door-operating equipment and safety devices arrived on Monday, June 29th. Ten cars had been previously brought to the South Park Shops and preliminary work had been started on them.

This marks the actual beginning of the reconstruction of the cars, and if the outside manufacturers meet their promised dates, they will keep us supplied with sufficient material to carry our program forward uniformly.

The first cars will leave the Shops completed the latter part of July, and we expect to complete them at the rate of approximately six per week until the program is finished.

The routine of our program has been well established, and the materials for this large order are moving through the Shops on a uniform production basis. The Shop men have quickly adapted themselves to their particular assignments and are already handling their respective jobs in an efficient manner.

We are making every effort to complete the program of reconstructing these 118 cars prior to the Christmas holidays.

## New Track Work

The Maintenance of Way and Structures Department is installing a new silent type of crossing at Seventh and Central.

## Announcement

May I announce to the Los Angeles Railway force that Mr. Lucius S. Storrs has been retained for a time in an advisory capacity for our Company. Until recently he was President of the Baltimore Transit Company. After long years of service he has retired from active executive administration.

He is not a stranger in our ranks. He was known by quite a number of us when, a few years ago, he was

Managing Director of the American Electric Railway Association, now called the American Transit Association. His years of experience in the electric railway field and his recognized attainments will make him of real value to the management in the handling of problems that now confront us. We welcome him.

S. M. HASKINS,  
*President.*

July 7, 1936.

## The Cutting of the "B" Line

On Monday afternoon of June 22nd, the City Engineer's office had a force of men cut the Company's tracks on Macy Street near Date Street. The first information that the Company had of the action of the City was when Operator Thompson of "B" Line car No. 463 telephoned the Dispatcher's office at 2:27 P. M. that a City truck with an acetylene cutting machine was on the tracks and refused to move. Directly after that, the City's men cut out a three foot length of our tracks.

"B" Line cars on the east side had to be routed between Macy and Date Streets back to the terminal at Brooklyn and Evergreen. Cars from the south were routed from 51st and Ascot to Main and Macy, then to Main and Lamar where they took the cross-over to come back.

There was a five hour interruption of service during which passengers suffered the discomfort and incon-

venience of having to walk more than three blocks. At 7:20 P. M. the tracks had been re-welded and tied by our Engineering Department, and regular service resumed.

The City attempted by this act to force our Company to relocate its tracks at its own expense to make way for excavation work for the Union Terminal Station. The Company takes the stand that the Railroad Commission's order places this expense on the City. The estimated cost for relocating this stretch of track is about \$50,000.

The Company has built a "shoo fly" around the excavation and regular service is being given over this temporary track.

### Special Work

The special work and curves at Twelfth and Stanford Streets are being renewed by the Maintenance of Way and Structures Department.



Los Angeles Railway Motor Coach Supervisors. Standing, left to right: Supervisors L. Nowak, H. E. Sweet, F. G. Ballenger; M. A. Chamberlain, Student Instructor; C. O. Morse, Superintendent of the Coach Division; Supervisors O. O. Obenshain, C. V. Coleman, and D. Shantz. Kneeling, left to right: Supervisors J. W. Cook and V. G. Smith. This picture was taken by Supervisor C. V. Coleman.

## Equipment Men Meet

The regular monthly meeting of the supervisory forces in the Mechanical and Automotive Departments was held on June 13, William T. Brown acting as chairman.

This was a continuation of last month's meeting, under the subject of, "Employing and Training Men." Mr. Brown introduced E. E. Kenway of the Personnel Department, who gave us a partial description of the routine followed in his office in obtaining employes for the various departments.

Those participating in the discussion were A. L. Davis, R. W. Turner, R. L. Guignard, Wm. T. Brown, Harold K. Conacher, and E. C. Muse.

Some of the members failed to bring their papers to the meeting, therefore, this subject shall be continued at a later date.

Mr. Jordan announced, after making a few closing remarks, that, due to the summer vacations the regular meetings would be postponed for ap-

proximately two months. A notice will be forwarded to the supervisory forces announcing the date of the next meeting.

F. T. BURCHETT, *Acting Secretary*

## New Signs

The "Enter Front" signs now displayed in the right hand front window of Type B one-man two-man cars are being repainted in yellow and black as they now are, but on the back of these signs the words "Enter Rear" is being painted in white letters on a red background. Bulletin No. 133 covers their use.

## Fresh Paint

The water tower and tank are being all dressed up with a brand new coat of aluminum paint. The tower is 70 ft. from the ground to the floor of the tank and the tank is 15 ft. high.

## Foremen's Club

The Los Angeles Foremen's Club held its regular annual field day and picnic Saturday, June 20th, at the Uplifters' Club polo field.

As usual the fine arrangements of games and amusements were participated in and enjoyed by all.

Several Los Angeles Railway foremen members were present.

After an afternoon of fun and competition, the grilled steaks disappeared plenty fast when they were set out.

There were enough prizes donated by the various industries of Los Angeles so that all at the table drew a prize of some kind with their ticket, and as a result everyone went away with a smile.

If you are in a supervisory capacity you are eligible for membership in the Foremen's Club.

DOYLE RISHEL, *Garage Dept.,  
Member, Foremen's Club Exec. Council*

## Things to Recognize

By JOHN COLLINS  
Supervisor of Safety

On June 15th, Bulletin No. 116 was issued, stating in simple language that the doors on Type H-4 cars must not be opened until car has come to a complete stop, and car must not be started until the doors have been closed.

On June 20th, 21st and 22nd a check was made of all men operating these cars, and we found one hundred and eighty-five violations, and there should not have been one violation.

Each violation leaves us open to criticism from the City officials due to the steps projecting into the safety zone. There is no defense in an accident when doors are opened while car is in motion. Whether car is thrown into emergency, causing a fall or whether the step strikes someone, the point is, any device placed on a car must be used for the purpose intended. If you use your hands as you have been instructed to use them, there is little likelihood of getting into trouble.

Another thing many men do not seem to understand, or at least do not act as if they did, and that is the road space rule. The one hundred foot stop is not road space.

While following another car in Zone 2 you are supposed to control your speed so as to avoid getting into a position where the hundred foot stop is necessary, except at places where car is diverted, or at times when car ahead is held by something for a considerable time, forming a blockade.

Road space rule is also applied in Zone 1, and on all objects in the street ahead of your car on a smaller scale, depending upon speed of car. Most new men in service have a tendency to hold the power on too long, allowing the car to get too close before getting it under control, then claim the wheels lock. Wheels lock because your distance was too short, and you were holding too much air, hoping the car would stop in time.

A great many men are involved in collisions where the automobile passes the car then pulls onto the track and stops. In this type of accident all you need to do is to anticipate this move on the part of the driver when the automobile is in a position to make it. A number of accidents (some of them of a serious nature) could be avoided by the motorman ringing the gong as a warning in approaching a dangerous place or condition—at the same time a man must not depend upon the gong to clear the way. De-

## Foothillers Picnic at Camp Seeley

There's fun in "them thar mountains" especially at Camp Seeley whenever the lads and lassies of Division Three and their friends make their annual trek for a week end of fun, and all the trimmin's.

On June 13th and 14th about seventy-five—comprising old and young—spent two wonderful days at this well known resort, and since their return have been tellin' their envying friends all about the wonderful vacation that was crowded into about forty-eight hours. Hiking, dancing and just resting was the choice of those present, and tired, but happy, they came down the hill to their homes vowing to go again when the next party was given. Sweet's Harmony Hounds exceeded themselves by putting forth a Class "A" brand of music for the dancers that continued until the lights went out, and the following day, at frequent intervals, the huge floor in the camp Lodge was well filled with those who know good music when same is put out.

During an intermission Saturday night, little Miss Myrtle Brown, daughter of Conductor and Mrs. F. R. Brown of Division Four, entertained the dancers and spectators with an exhibition of tap dancing that brought



Little Miss Brown

much applause to this wee little girl. She shows much promise, and will no doubt be heard from in future time in the amusement world.

Camp Seeley is a wonderful spot to enjoy a brief respite from our work, and it is to be regretted that more of our Railway family do not take advantage of the reasonable rates that are given to our parties.

pend upon yourself to take care of the situation. Lately, we have had several people struck by the rear overhang of a car rounding a curve; these people having alighted from the car that struck them. The motorman should know these passengers are in a dangerous position, and should exercise the necessary precaution to see that they are not struck, instead of falling back on the excuse of having to watch traffic ahead, which is the usual alibi.

After an accident involving responsibility occurs, whether a collision or a boarding or alighting accident, the trainman involved realizes that he was not paying attention to the instructions he has received in correct operation. His mind was not on the job—he was not reading conditions.

## Anniversaries

We have two real old-timers on our July anniversary list. J. L. Clarke, Superintendent of Electrical Repairs, came to the Company in July, 1891, and G. A. Williams, Uniform Inspector, at Division One, was employed July 31, 1889.

## Personals

Walter Brown and Mrs. Brown are spending their vacation at their mountain cabin. They will be back about July 16th.

Mrs. R. A. Pierson, wife of our Personnel Director, had a bad fall and suffered two broken ribs. She is getting along nicely and we are hoping she will soon be out.

Bill Snyder, our hard working Chief Supervisor, started out with a case of flu and ended up in the California Hospital. He is getting along nicely.

Professor Dwayne Orton, who has been director of the College of the Pacific at Stockton, California for the past two years, will act as dean of the Stockton Junior College beginning next September.

Dwayne is the son of Arthur Orton, of the Personnel Department, and is well known in the mechanical departments of the Company, both in the offices and in the Shops where he worked during several summer vacations. Needless to say, Arthur is very proud of his brilliant young son.



Division Four Baseball Team. Front row, left to right: R. A. Baudisch, Right Field; A. Hancock, Catcher; H. R. Hicks, Second Base; S. Forman, Third Base; J. P. Lipscomb, Captain and Left Field; W. Evans, Short Stop; P. E. Hipes, First Base. Standing, left to right: S. T. Cooper, Manager; C. E. Cosner, Center Field; J. G. Wells, Utility; W. W. Vance, Pitcher; W. C. Thorman, C. A. Bell, Utilities; L. W. Fry, Scorekeeper.

## LARY Baseball

By C. J. KNITTLE

To avoid repeats, I will confine this copy to the statistics and highlights of the June games but before going into that, I have been asked to report that the net profit on the dance which the Transit Employees Association sponsored for the Baseball and Basketball Leagues on May 30th was \$54.05. Each League will receive one-half of that profit.

In regard to the progress of the various teams who, on June 28th, finished their fifteenth set of games in the twenty-three weeks contest for the P. B. Harris Baseball Trophy, it appears that the Vernon Yard lads are getting a strangle hold on the coveted prize.

No word picture, of course, could be as convincing as facts and figures so with your permission, ladies and gentlemen, we present the results of the June games, the highlights and present League Standings:

### June 7th

	At 10:30 A. M.:		R. H. E.	
Division Five	400	000	054-13	13 7
Division One	020	230	000-7	8 4

Batteries: Huntoon, Beale and Ryan. Means and Beckett.

W. B. Smith of Division Five struck out a homer in the ninth inning.

E. L. Seale and G. M. Brown, also of the Division Five team, each cracked out a three bagger.

	At 1:30 P. M.:		R. H. E.	
Ver. Yard	120	012	535-19	23 4
Div. Three	111	060	000-9	11 4

Batteries Gray, J. Saiza and Quihuis; Woodward, Wankier and Barnett, Martin.

Pitcher Saiza made three singles, a triple and a home run out of six times at bat.

Leese, Division Three's second baseman, made a home run, a double and a single out of four times at bat.

### June 14th

	At 10:30 A. M.:		R. H. E.	
Coach	000	000	130-4	8 13
Div. Four	122	400	43x-16	16 0

Batteries: McNeill, Gilmore and Dummer; Vance and Hancock.

A neat triple play was manipulated in the first inning by the Division Four lads with Coach runners on first and second. The play was from

batter to pitcher to second to first, in other words, Pitcher Vance snagged the would be line drive and shot it to second. Second shot it to first and both runners were outed before they could get back to the bags.

Patterson of Coach was credited with a home run, a three bagger and a single out of four times at bat.

	At 1:30 P. M.:		R. H. E.		
Ver. Yard	14	00	003	215-25	26 6
Div. One	6	00	124	000-13	16 2

Batteries: Burgos, J. Saiza and Quihuis, Sal; Means, McDonnell and Smith, Beckett.

Hughes of Vernon took a walk, a single, a double, a triple and a home run out of six times at bat.

George Manriquez and Ramos of Vernon also made home runs.

### June 21st

	At 10:30 A. M.:		R. H. E.	
Div. Three	203	420	334-21	21 2
Coach	000	000	000-0	4 4

Batteries: Woodward, Triboulet and White, Barnett; McNeill, Gilmore, Burns and Tudor.

Woodward and Triboulet made three base hits.

The boys from the Coach Division have had quite a bit of trouble getting a team organized which they could

depend on. They have just re-organized for the second time this season.

With the exception of one player, the lads now playing under the Coach banner are from the 16th Street Garage. They will take up the schedule of the former Coach team. Our best wishes to the new team.

At 1:30 P. M. R. H. E.  
 Div. Four ..... 100 500 000—6 6 3  
 Div. Five ..... 000 010 27x—10 16 6  
 Batteries: Vance and Hancock; Beale and Smith, Ryan.

Left fielder Brown, of Division Five, collected three hits (one a homer) out of five times at bat.

Both teams played an excellent game until the eighth inning when Vance weakened but could not be relieved.

#### June 28th

At 10:30 A. M. R. H. E.  
 Coach ..... 000 010 020—3 3 3  
 Div. One ..... 502 210 40x—14 21 7  
 Batteries: Seals, McNeill, Burns and Tudor; Means and Beckett.

Dorsey, left fielded for Division One, made a homer in the first inning scoring Hedrick and Belden.

Williams, center fielder for Coach, hit a homer in the fifth.

Hedrick, first baseman for Division One, tripled in the seventh scoring Beckett.

Burns, third baseman for Coach, tripled in the eighth, scoring Coker.

At 1:30 P. M. R. H. E.  
 Div. Three ..... 100 200 020—5 10 3  
 Div. Four ..... 300 005 00x—8 9 4  
 Batteries: Woodward, Triboulet and White, Barnett; Vance and Hancock.

Leese, second baseman for Division Three, scored a homer in the fourth.

Gardner, short stop, followed with a three base hit to left center.

Woodward made a homer in the eighth scoring Morse.

Vance pitched an excellent game all the way. This is his first season in the Lary League. Vance has a remarkable hitting record, his average of .436 being over 100 above that of his nearest teammate.

The game ended when Barnett sent a high fly into deep center. Outfielder Cosner made a neat catch and brought the ball in to Captain Johnnie Lipscomb. Johnnie made Cosner a present of the ball for his unflinching, splendid service to the team. The following day Superintendent L. L. Wimberly and members of the team autographed the ball and Cosner now regards it as one of his priceless possessions.

#### LEAGUE STANDINGS

	W.	L.	Pct.
Vernon Yard .....	8	1	.889
Division Three .....	7	4	.636
Division Five .....	5	4	.556
Division One .....	5	5	.500
Division Four .....	5	6	.455
Coach .....	0	10	.000

## Baseball Echoes

Boy, oh boy! Have you seen the big improvement in the grandstand and dugouts at Vernon Yard Ball Park?

With a cover over your head like that you can really enjoy the pleasures of the games.

I'll bet it will be greatly appreciated by the fair sex.

They come out in bunches to see their husbands, brothers and sweethearts display their ability but they didn't like the idea of being burned to a crisp.

They are faithful fans and June 7th found them standing with the others for there was standing room only. It looked as though we might have to erect temporary bleachers for a while but that is what we like to see.

The enthusiasm as shown by the fans and followers is what really inspires your team to put forth their every effort.

Vernon Yard has proved to be a fine place to enjoy the sportsmanship of your friends, make new acquaintances and renew those of the past.

Come out, cheer for your home team, meet your friends and take part in the friendly but spirited rivalry that exists among the fans.

Our games are played under an umpire of ability and a man of some twenty years experience.

He is distinct, profound and emphatic. He knows the game and no one questions his judgment.

The talent is gradually improving and the competition is very keen—much more so than in previous years.

Though none of us are of the extraordinary, we feel proud when we see a scout in the stands.

We are developing some very good amateurs here in pitchers, batters and fielders.

L. B. MEEK, *League President*

## Soft Ball

By CHAS. H. HARDY

The Los Angeles Railway (Mechanical) Night Softball Team playing in the Major Industrial League was still in first place at the time of this writing. The last two games of the first half of the schedule were tied as follows:

May 29, L.A.Ry. 6 Pittsburgh Glass 6  
 June 5, L.A.Ry. 5 Signal Oil 5

The second half of the schedule started out as follows:

June 12, L.A.Ry. 5 S. A. Scherer 2  
 June 19, L.A.Ry. 1 Master Linen 3  
 June 26, L.A.Ry. 10 Arco Co. 8

At the date of the writing the Los Angeles Railway team had only lost one game and tied two others.

The team is proud of its new uniforms of maroon and gold caps and shirts and white pants, and it invites your support.

## Bull's-eyes and Misses

Two matches were held in June at our range in Centinela Park, Inglewood.

The first event was on June 14th, and was a three team free-for-all between the Goodyear Tire and Rubber, Los Angeles Railway Silver Bullet Team and the Los Angeles Motor Coach Company. Each team had eight men and used any gun. First place was won by Goodyear with a score of 1824, Los Angeles Railway Silver Bullets next with 1744 and Los Angeles Motor Coach Company third with 1603.

Individual high scores for the match were: 1st, by M. A. Ryan of Goodyear with 270; 2nd and 3rd places by Denny Garner and R. J. MacMillan of the Silver Bullets with 263 and 259 respectively.

L. F. SPARKS, *Secretary*

## Transit Employees Plan Big Barbecue

Arrangements are now being made for the second annual barbecue of this Association to be held at Hindenburg Park at La Crescenta on August 30, 1936. This is a large park, level and lots of shade. There are over four hundred tables and plenty of seats.

There will be barbecued beef, beans and bread and the kind of coffee you like. A forty piece band directed by Ernest Pollock will furnish the music.

See your Governor for further particulars, also make it your business to get your dues paid up. This is absolutely necessary as admittance to the Park on August 30th will be by presentation of your membership card. If

you have not yet signed an application for membership or wish to be reinstated as a member you may do so through your Governor or by contacting the Secretary, Room 820, Railway Building, Los Angeles.

This is an independent organization founded on the principles of, and for the purpose of collective bargaining; also the purpose is to cultivate good fellowship among our members.

Be a booster for the Transit Employees; give the Association's officers your wholehearted cooperation to make the Association a continued success.

W. R. HOLLENBECK, *President*  
 F. W. MELLENTIN, *Secretary*

## Square and Compass

The Hotel Rosslyn on the evening of June 20th was the scene of another gay meeting of the Square and Compass Club.

It was Walter Whiteside night and our popular young Vice President handled the affair with the ease and precision of a Past President.

Six milestones of 1936 have been left behind and six more are on the way. May we approach the remaining six with the same fixed purpose and spirit of progress that heretofore have marked the many splendid accomplishments of our Club so that when a golden sunset falls on this year we may proudly look back on a work well done.

Perhaps at this time it might be a good idea to re-introduce our Club officials so that any interested and eligible non-member reader may feel better acquainted with us and secure an application for membership. Here they are: William H. Morgan, President; Walter Whiteside, Vice President; Joe Steenrod, Secretary; Lloyd B. Yeager, Treasurer; J. A. Bodley, Chairman, H. H. Peterson and C. C. Fisher, members of Auditing Committee; Dan H. Johnston, Chairman, H. F. Nelson and J. H. McCornack comprise the Entertainment Committee; Phil Klingelsmith heads our Degree work; A. G. Rex is our Chaplain and Raymond B. Smith our Marshal.

The following names represent the finest membership committee any organization could have: A. H. Warren, C. B. Polchow, S. J. Whitelock, C. H. Coxhead, R. A. Pierson, F. W. Mellen, D. E. Fletcher, J. F. McCormick, W. M. Southers, John Miller, F. W. Lockett, Bill Lane, T. C. Wiley, E. C. Fleming, L. F. Sparks, C. H. Hardy, C. H. Heywood, Eddie Muse, Mahlon Johnson, Fred C. Keller, William B. Wilson and M. E. McCune.

Now, how about that application? It's about time we gazed into the crystal to see what we can see. E. J. Pecoud is spending his vacation at Seattle, Washington, where he will attend the Shrine convention.

Mahlon Johnson to Portland, Oregon visiting with the home folks.

H. F. Nelson leaves around the middle of the month for two weeks vacation, which he will spend at San Francisco, Sacramento, Auburn and a trip around Lake Tahoe just taking in the sights and burning up gasoline in his "Bonus" six.

James J. Inman will spend most of his vacation on his ranch near Lancaster. Did you know that Jim's son Bud won the wrestling championship of Polytechnic High School? And too, the granddaughter of Claude Campbell won a University Scholarship.



Joe Whitelock

One of only twenty-five given away in the United States.

Kelly Holmes will be seen heading for Bryce Canyon, Arizona, Boulder Dam, and then on to Yellowstone National Park.

Oscar Elrod will fish and rest at Yosemite, he will probably do more resting than fishing though.

A. G. Rex also in search of good fishing and a well earned rest will go to Lake Arrowhead for several weeks.

Dick Hoyle at Catalina Island, bathing, fishing, feeding the owls and roaming up and down the coast with one of those putt putts that operate the same as a Model T Ford.

George Singer will wait until next summer for his vacation and then make it a double one.

J. P. Kennealy making friends with the bears at Big Bear Lake.

Bill M. Morgan ate a tamale the day before the last meeting. So sick, so sorry, so long old pal, we missed you.

J. H. McCornack to Mount Shasta for astronomical readings for Harvard University.

Walter Whiteside will go to Lake Arrowhead where he will rest, fish and go wading. (He can't swim.)

Elmer Wood is on his way to Honolulu, Hawaii. Bon voyage, Elmer.

F. J. DeMott after having spent two weeks in the California Lutheran Hospital is reported to be doing nicely at his home.

Dan Healy will be seen rubberneckin' through Yellowstone National Park. Have you noticed that Dan Healy is a perfect double for Governor Alf Landon the Republican Candidate for President?

Johnny Avery was with us again.

Johnny is a frequent visitor and is at all times most welcome.

What happened to Denny Gragg so early in the evening?

The cash prize of \$5.00 for selling the greatest number of tickets to our vaudeville show of June 6th went to Joe Whitelock. Joe the supersalesman sold twenty books of tickets. Congratulations Joe, may you do as well, next year.

R. C. Hoyle, Conductor at Division Five, sold the second highest number, and C. V. Coleman, Supervisor at the Coach Division, came third.

The hard work of our membership went a long way towards making this affair a success. So far it looks as though the Club will clear close to \$200. Several books of tickets are still to be reported.

The annual picnic of our Club is to be held August 9th at North Hollywood Park. A big turnout is expected for this occasion so be there with mother, dad, sister, sweetheart or what have you.

FLASH!! C. D. Clark has just announced that he will not take his vacation until he receives his first check for \$200.00 from Dr. Townsend.

And now until a further date our crystal is empty.

There will be no meeting either in July or August. The next on our calendar will be "Ladies Night" on September 26th, this will be explained fully by bulletin later.

Happy vacations to you all.

HOWARD BABB, *Scribe*

## Old-Timer Gone

Word has just been received through a cousin, Mr. Stan Bruner, of the sudden death of Mr. Jack Fezler, whom a great many of our old-timers will remember, he having worked as a conductor out of Divisions One, Two and Three, and also worked for some time in the Dispatcher's Office.

## Ira Seehorn's Mother Passes

We wish to express the deep sympathy of his many co-workers to Ira Seehorn whose mother passed away.

Mr. Seehorn has requested us to express his sincere thanks for the thoughtfulness and kindness of his fellow-workers, especially to the boys of the Drafting Room.

## Appreciations

Appreciations for sympathy and courtesies extended to them and for floral offerings in their hours of sorrow have been received by the Company from: I. H. Seehorn and his brother, W. B. Seehorn; Mrs. F. H. Putnam; Mrs. Charles M. Coe.



# News from the Sick

By R. A. PIERSON

*Superintendent of Personnel*

During the month of June, there were 18 employes confined to the California Hospital, which represents 114 hospital days. The cost of the hospital service was \$618.00.

M. L. Hart, Motorman, Division Four, was operated on for appendicitis. He is improving nicely.

J. F. Burke, Load Dispatcher, Power Department, is improving and hopes to be back on the job soon.

S. Contreras, Oiler, Way and Structures Department, who has been on the sick list since April 7th, has shown some improvement.

J. L. Penny, Motorman, Division One, has been on the sick list for several weeks. He feels about the same, according to the latest report.

M. F. Kelsey, Motorman, Division Three, expects to go to the hospital in the near future for another operation. A bad cold is delaying him at present.

G. H. Drinkwater, Conductor, Division Five, who was operated on at the California Hospital the 1st of June, is up and around again.

J. A. Parks, Conductor, Division One, who was injured in an automobile accident the last of May, is out of the hospital now and getting around.

A. Bauman, Motorman, Division Three, seems to be improving slowly and hopes to be back on the job before so very long.

H. Yardley, Conductor, Division Five, has been on the sick list five or six weeks. He is improving and will soon be back to work.

G. D. Hibbs, Motorman, Division Four, was operated on recently for appendicitis. He is a new man in the service and not yet a member of the *Employes' Benefit Fund Plans*. Latest report is that he is getting along fine.

W. E. McKeon, Conductor, Division One, has been off sick since March 25th with a bad wrist. Latest report states that his condition is about the same.

Miss Alice Fraser, Stenographer, Claim Department, who has been away on account of illness for several months, is feeling better, and her many friends will be glad to know that she will probably be back on the job about August 1st.

D. E. McKinney, Conductor, Division Five, who had the misfortune to have his hand injured last May, is getting along fine now.

F. W. Reynolds, Conductor, Division Four, who has been sick since the middle of April, suffered another attack of pleurisy, but is improving at the present time.

J. Piedra, Welding Laborer, Way and Structures Department, who was very ill with pneumonia, is able to walk around now but is very weak.

P. C. Briggs, Conductor, Division Five, remains about the same. He is out of town now in the hope that a change will be of benefit to him.

G. E. Mawby, Electrical Repairer, Mechanical Department, who has been very ill, is beginning to show improvement.

F. J. DeMott, Motorman, Division Four, was taken to the California Hospital on June 17th. He did not have to remain there long and is improving nicely.

A. Miller, Traffic Man, Transportation Department, who has been sick since the 1st of May, is improving. Latest report states that he is now able to sit up for a few minutes twice a day.

J. E. "Tex" Bourland, Motorman, Division Five, who has been confined to the California Hospital for some time, is showing improvement. "Tex" has been a very sick man. Ask him whether or not he believes in the Medical and Group Insurance Plans.

We regret to report the death of one employe during the month of June. There were no deaths among the wives of the employes. The one employe who died was covered under the Group Life Insurance Policy.

During the month of June, there were 132 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## Mr. Neary Back

J. Stuart Neary, our popular and genial attorney, spent two weeks at home with the flu. When he got well, he had to be in court on a case, so he has been in the main office building very little for the past several weeks. We have missed his cheery smile.

## V. F. W.

Southwest Post No. 2828, Veterans of Foreign Wars, will give a dance on Saturday, July 25th, at 8:00 P. M., at 1131 West Manchester. There will be good music and refreshments. Admission 25 cents.

A good time was enjoyed by the delegates to the Department Convention at San Bernardino. R. T. Gamble of Division Four, O. J. Moser and C. G. Woelker, of the Line Department, were the lucky delegates.

We invite all eligible employes of the Los Angeles Railway to join up with a real, live organization.

E. M. CAVANAUGH, *Commander*

## LARY Veterans' Club

The last regular meeting of the Los Angeles Railway Veterans' Club, held at Patriotic Hall on Monday, June 22nd, was a most enjoyable affair. Commander Coulter after a short, snappy meeting devoted the balance of the evening to a regular get-together meeting and a good time was had by all.

When the ladies finished their meeting we all went down to the dining room where coffee and cake was served by the ladies. Anyone who did not get enough cake was just bashful or something.

Past Commander Walter Culver, Chairman of the Picnic Committee, held a meeting on June 26th, and the date of Sunday, August 2nd was set for the picnic, which will be held at Sycamore Grove.

Everyone pack a nice big basket of lunch and be at the Park about noon. Better pack enough so you can make two meals out of it as there are several who have been doing that in the past and it is sure nice to sit around the tables visiting and eating after the sun has gone down. It also saves getting another meal when you get home. There will be all kinds of races for the kids and also some for the grown ups. Free ice cream at the refreshment booth, so don't forget to sign the register and obtain your ice cream tickets. There will also be a band concert from 2:00 to 4:00.

Shortly before this date you will receive a notice giving the entire program. Bring out your friends and your friends' friends.

H. F. NELSON, *Adjutant*

## Auxiliary

To all those who did not attend the party held at the home of Mr. and Mrs. Andy Duncan on June 13th, let me tell you that you missed an awful good time.

Our hostesses, Edith Duncan, Minnie Moxley, Susie Hannon and Imo Coulter, planned a very enjoyable evening for all, not forgetting the refreshments, about which no complaints were heard.

Dutch whist was played and the ladies' and gentlemen's first prizes were carried off by Mr. and Mrs. C. J. Clark, of Division One.

Ladies, do not forget the date of our annual picnic. August 2nd has been selected, and the place is Sycamore Grove.

Fix up your lunch basket for noon; games in the afternoon.

Every one is cordially invited. Bring the kiddies and have a good time. Join in the games, too.

ELLA M. HOYLE, *Secretary*

## Births

Walter Jones, of South Park Shops, has an addition to his family. A daughter, Evelyn Jones, was born May 2nd.

\* \* \*

"Double Papa" Caryl Thompson, of Vernon Yard, passed out the cigars following the advent of John Robert Thompson on June 22nd. Mother and six pound John Robert are doing nicely, thank you.

\* \* \*

Old man Stork has been quite busy around Division One. A new daughter arrived at the home of Conductor H. B. Mann and her name is Barbara. She arrived on June 23rd.

\* \* \*

On June 15th a new son came to the home of Conductor and Mrs. E. W. McCament. He has been named Robert Andrew.

\* \* \*

Motorman W. Huenergardt is rejoicing over the new daughter who arrived at his home on June 7th. She will bear the name of Patricia Mae.

\* \* \*

A beautiful name, nas this new arrival, Virginia Lorraine. She is the new daughter of Conductor W. L. Griffith. June 12th was the date of this important event.

\* \* \*

The home of Motorman F. S. Hamill was made happy on May 23rd by the arrival of a little son named John Arthur.

\* \* \*

Motorman Ray Stanford of Division Four received the congratulations and best wishes of his many trainmen friends on May 28th when he proudly announced the arrival of a handsome little son weighing seven pounds. They have named him William Vincent.

\* \* \*

On June 5th Motorman M. E. Dally, of Division Five, was passing around the cigars and sporting a great, big smile. It was a girl, weighing seven pounds, and little Susanne Louise and mother are getting along nicely. Congratulations Mr. and Mrs. Dally.

\* \* \*

Congratulations are also in order for Conductor B. L. Johnson, of Division Five, and his wife. It was an eight and one-half pound baby girl on Sunday June 14th. Mother and little Freda Anne are doing fine.

\* \* \*

**Latest Stork Report.** A stork report was recently released by Substation Operator George Willson and his wife, Helen, which stated that a blonde,

blue-eyed, noisy, hungry, just right, bundle of sweetness labeled George Martin, Jr., signed for by George and Helen, had a net weight of seven and one-half pounds. Said bundle was received on the morning of June 4th. Further reports state that mother is very happy and doing nicely, but father is delirious, noisy and delighted.

## Journey's End

Charles Mark Coe, Instrument Man in the Power Department, passed away June 22nd. Mr. Coe was a native of London, England, and he was employed by the Company as instrument man on June 10, 1936. He was a member of the Los Angeles Railway Square and Compass Club. Mr. Coe is survived by his widow.

## Personals

William Morgan, Dispatcher, and President of the Square and Compass Club, is on a thirty day vacation, June 15th to July 15th. He and Mrs. Morgan, and family, are visiting relatives in Tennessee and Texas.

Joe Steenrod spent his vacation at home and in taking the family on short trips.

F. Van Vranken and wife motored up into the redwood country with Mt. Hood as their destination. They found Carmel so charming, however, that most of their time was spent there.

Harry Tuttle, wife and daughter, Marcelene, took a trip to Seattle, Washington. Harry went up to Alaska with a contingent of Shriners.

Bill Mott chose the Columbia River country for his vacation and had a grand time.

E. C. Ellwanger and S. S. Hawkins and wife, went on a hunting and fishing trip in Humboldt County the first part of June. They had a good time in spite of occasional rain.

Charles Coover and his son spent one week in June at Pine Crest in the San Bernardino Mountains. Charlie reports fine weather and a good rest.

Safety Instructor H. T. Scott, and wife, left on June 17th for a six weeks vacation to his old home in Maryland. They will visit Washington, Baltimore, Philadelphia, New York, Niagara Falls, Chicago and Yellowstone Park.

E. A. Tower is vacationing at Medford, Oregon.

## Honor Roll

Conductor Cassius Fred Eastman, of Division One, was placed on the Special Roll effective July 1, 1936.

Mr. Eastman entered the service of the Company on March 27, 1907, as a conductor at Division Two and was transferred to Division One July 17, 1932.



Division One

H. N. COLE

Sometimes when Conductor S. J. Singer sleeps a little late, he drives down in his car. A short time ago it was necessary for him to drive down, and when his days work was done, as usual he rushed home. On arriving home his son, Junior, asked him where his car was. Singer replied that it was in the garage, and then it dawned on him that it was still parked down by the car house. So from away out in Highland Park he caught the next car back and got his machine. Since then, whenever he uses his machine for work, he ties a string around his finger.



This is Charles Richard Crockett, one year old son of Motorman C. W. Crockett of Division One.

Several months ago we had occasion to mention the fact that a boat caused a delay of a car out on West Third Street. Now we can go one better. This time it was an aeroplane that tied up the line at Vermont and Slauson. Operator Fuller was operating a "K" car when the aircraft, belonging to some movie outfit, was being towed, and something went wrong, causing quite a delay.

Motorman E. L. Green is due for a little publicity, and we had a good one on him, but in some way it has been misplaced, and our memory is all haywire, so we will dig it up or one equally as good, for the next issue.

Conductor R. W. Brigham, who left on the 26th of June for the cold mountain streams to indulge in his favorite outdoor sport which will last over a period of thirty days, was emphatic in his assertion that—well, to use his own words, "No one ever heard me brag about the big ones that got away, simply because they don't get away. I always catch them." In other words, he brings them in alive.

It is hard to tell who is the best fisherman in our bunch. From all reports the decision lies between Conductor R. I. Woodson and Motorman "Rosie" Rosen-



All set for a spin in her new Dodge. This is Miss Pauline Bradshaw, 18 year old daughter of Motorman A. P. Bradshaw of Division One. She is a student of U. C. L. A.

stein. Each goes deep sea fishing once a week, on his day off. Each brings in a big haul and everybody around Seventh and Central is getting fed up on yellowtail and bass.

Motorman J. McFarlane, who has been off several months on account of illness which necessitated several major operations, is greatly improved, and is almost ready to return to his duties.

Motorman Nate Robinson is back on his run after being confined to his home for several days on account of a case of ptomaine poisoning.

Conductor J. A. Parks was reported in last issue of Two Bells as taking thirty days vacation which he would spend in fishing. Well, on his way to the scene of his anticipated activities, he had the misfortune to be in an automobile accident and was painfully injured. He is still off duty, but it is reported he is on the road to recovery.

Clerk Roy Ruggles left on June 30th for his vacation. He will spend his time in and around the city and on his brother-in-law's ranch.

Motorman G. A. Kern, who has been on the sick list for the better part of this year, is back on duty. At present he is filling a flagging job, kind of hardening his muscles for the hard work that is coming later.

The Birch brothers, O. W. and J. G., are visiting relatives in Syracuse, Missouri. They will be away for forty-two days.

Motorman F. C. Shafer took twenty-eight days off to stay home and rest up.

Motorman E. T. Hollins spent six days renewing his acquaintance at home.

Motorman G. W. Farley is taking a grand trip through Grand Canyon, Yosemite and other places of interest.

Motorman E. G. Smith attended the State Rifle Shoot at San Luis Obispo. He was away ten days.

Conductor E. L. Tree was just a little tired, so he rested up for a week.

Motorman E. A. Morris is taking a thirty day trip to Oregon.

Motorman E. R. Rath took off in his faithful Chevrolet, with Mrs. Rath and the little Raths, for an extended trip to

Ohio, where he will visit with relatives for sixty days.

Conductor C. F. Staggers is vacationing in Oregon where he will remain for a month and a half.

Conductor O. W. O'Neil has been called to Joplin, Missouri, on account of the illness of his sister.

This hot weather is driving quite a few of the boys to seek relief in different ways—some on the road, some in the mountains and some at home. For example, Conductor R. W. Stevens, fifteen days; Motorman Oscar Daniels, thirty days; Safety Operator G. Gregg, fourteen days; Conductor R. B. Howell, twenty days; Motorman F. F. Chamberlain, ten days; Conductor S. E. Goslee, thirty days; Conductor C. J. Groth, thirty days; Motorman A. P. Anderson, thirty days.

Conductor M. C. Royle has gone to Oklahoma to visit his sister who is ill. He will be away twenty days.

Miss Mavis Nethersole, daughter of one of Division One's outstanding motormen, L. G. Nethersole, was married on Saturday, June 27th. The happy groom was Charles Gretland Holmes. The marriage was an elaborate church affair and was followed by a banquet in the Gold Room of the Ashmun Hotel.



## Division Three

L. VOLNER

After a delightful visit back to his old home in Tennessee, Supervisor Perry of the "5-6" Line is back on the job. Mr. Perry says he had the time of his life—now we know he must have had an extraordinarily good time, for those old mountain boys used to celebrate.

Mr. Perry says there are many changes in those hills since he was a boy, as most of the corn is now used to fatten hogs, where, in his day, it was used to make the mountain dew.

That there is no more dependable service than the Los Angeles Railway, especially in the early morning hours, can be attested to by Motorman Sam Weeks. Had he lived on a street car line, and not have had to depend upon an automobile for transportation, he would not have missed out the morning of the 24th of June. Mr. Weeks left his home in La Crescenta in plenty of time to call for his run, but the old flivver had to go bad, and Mr. Weeks could not reach the barn on time for his run. Therefore, an all-day shine was his lot.

While his wife is visiting relatives in Michigan, Conductor Ira Gott is doing the cooking and other household duties himself. Mr. Gott says it sure is tough going, and now realizes what a woman has to do to keep a house in perfect order.

Motorman J. T. Martin, one of the old-timers on the "L" Line, has been off duty for several days absorbing some of our wonderful sunshine.

During the first part of July, Conductors M. M. Wallace, J. H. Daly and F. D. Millican will spend two weeks with the National Guard at their encampment in the northern part of the

State.

Having gotten off the last part of his run, Motorman Ray Gholson was on his way to the beach but stopped at Hawthorne for a lunch. In parking his auto he overlooked the new ruling on State highways and parked at an angle to the curb, but this oversight was easily fixed. What bothered him most was a visit to the office in answer to a "see me" invitation which he received on the same day.

Having had a later run on Line "L", the fourth morning he got the first run out on the "5-6" Line Conductor W. D. Potts had to go and miss out. There being plenty of men around the Division that day, he did not have to shine very long.



Juanita Alice Wollam, age one year, daughter of Conductor and Mrs. Wollam of Division Three.

After visiting various points in California for two weeks, Motorman A. Johnson and family have returned to Los Angeles and Mr. Johnson is back in the harness again.

Motorman O. W. Willits is spending his vacation with a party of friends in Sequoia.

Here are a few more of our boys who are taking some time off:

Motorman F. M. Osborn and family are seeing the sights of San Diego during his days off duty.

Motorman R. J. Wiweke is acting as guest conductor to relatives who are visiting himself and family.

Motorman L. E. Grubb and wife are on a three weeks trip to points in the East.

Salt Lake City will be the place in which Motorman M. C. Kimball will spend his vacation.

Conductor W. D. Potts is going back to the old home in Arkansas to visit relatives during his vacation.

Conductor E. L. Jandro is taking two weeks to stay at home—so he says—but you wouldn't lose if you bet he was seated on the bank of some mountain stream trying to snag a few trout.

### Married

Conductor W. P. Leggett was off duty for one week, which was spent with his new bride honeymooning in San Diego. Congratulations!

Conductor B. I. Derry is spending two weeks at home resting.

Conductor G. L. Coale is spending several weeks at home, but during his vacation he and his family are going to visit many points of interest in Southern California.

Motorman J. D. Brewster and family are going to vacation for two weeks in Bishop.

For seven days Motorman T. A. Ferguson is going to stay at home and, so he says, enjoy a complete rest.

Motorman H. D. Evans and family will spend two weeks in the High Sierras.



# Division Four

C. J. KNITTLE

Well, folks, here we are in the midst of the vacation season. An unusual number of Division Four men have already answered the call of the broad highways and are headed for the great national playgrounds and points of interest. Many, also, are bound for the old home town to visit relatives and renew old acquaintances. Let's look 'em over, friends, the vacationists.

Motorman H. F. Malugen was granted a forty-five day leave June 1st to make a trip to St. Louis and Chicago.

Conductor A. B. Chambers is spending a sixty day leave touring to Yellowstone Park and points in Northern California.

Conductor H. J. Ford was given three weeks leave June 1st to drive to Yosemite, visiting relatives en route.

Motorman T. Moore spent a three weeks leave, starting June 5th, visiting relatives in Santa Cruz and Berkeley.

Motormen L. L. Leasman and R. T. Gamble were each granted seven days leave June 14th to attend the Veterans of Foreign Wars encampment at San Bernardino. Leasman was presented with a handsome emblematic ring for his work as District Inspector.

Conductor J. A. Smaby is spending a sixty day leave visiting relatives in Iowa. He left June 13th.

Conductor W. L. McFarlin was given forty-five days leave June 15th to visit relatives in Newark, Delaware.

Motorman S. R. Harrington received thirty days leave June 16th and is touring the Grand Canyon and Yellowstone Park.

Motorman F. Hoff is visiting relatives in Lehr, North Dakota. He was granted twenty-four days leave June 24th.

Conductor R. E. Cleland left for Minneapolis June 18th to visit relatives. He was granted forty-five days leave.

Motorman M. B. Madden was granted sixty days leave June 18th to visit relatives in Kansas.

Conductor L. O. Eide is spending a ninety day leave visiting relatives in Minot, North Dakota. Eide left on June 19th.

Conductor Larry Smith was given ninety days leave June 20th to visit his former home in Marion, Maine and to visit relatives and friends in Boston and relatives of Mrs. Smith in Newton, Iowa.

Motorman H. W. Gilbert and family are visiting relatives in Arkansas. Gilbert was granted sixty days leave on June 25th.

Conductor John Wright left for Stockton, California June 25th to attend the funeral of a cousin. He was given ten days leave.

Conductor C. A. Simpson was granted sixty days leave June 25th to tour the state of Oregon and to visit relatives in Salem.

Motorman Lee Fry was granted three weeks leave June 29th to make a trip with his mother to Portland, Spokane and Seattle where they will visit relatives. Motorman Fry was one of the

Vets to receive the fifteen hundred and seventy-seven dollar bonuses. Fry went overseas with the Fourth Division and participated in the Battle of Chateau Thierry.

Foreman E. B. Boyd spent his regular two weeks vacation at Lake Arrowhead.

Stenographer H. F. Nelson left on July 6th to spend his regular two weeks vacation in San Francisco, Sacramento and Lake Tahoe.

Conductor C. C. Dotts left for Delta, Colorado, on June 13th, on receipt of a wire that his father was very low. Dotts returned June 21st and reported that his father had suffered a stroke but was (at that time) improving satisfactorily. The following day he received a wire that the father, in a relapse, had passed away.

Motorman K. W. Laudermilk resigned June 6th to take work where he will have more time to further his study of electricity.

Motorman L. S. Haxton resigned June 16th to accept a position with the Southern Pacific at Brawley, Calif.

Motorman G. P. Harrington resigned June 26th to take up his former position with the Western Electric Company.

\* \* \*

### Weddings

Congratulations are in order for Conductor L. T. Arsenault who married on June 27th and Conductor L. F. Beeson who married on June 28th.

\* \* \*

Conductor William Snow had the misfortune of fracturing three ribs in a spectacular accident in Pomona on June 5th. Snow was driving at a fair rate of speed when his steering knuckle broke and he crashed into a Pacific Electric bus.

We are pleased to see Operator N. C. Erwin back on the job after spending five and one-half months on the sick list, the outcome of a traffic accident last December 25th. Erwin suffered a broken neck in the crash but is now in excellent health having spent the last two and one-half months at the home of his parents in Roseburg, Oregon.

\* \* \*

Some three or four months ago a group of Division Four trainmen organized a flying club to study aviation. Very little has been said regarding their activities up to this time, but we are going to let the President, Motorman D. D. Barricklow, a licensed pilot, tell you more about it:

"The Swift Flying Club is an organization of eighteen Division Four trainmen. The majority of these men have become air-minded and the Club is enjoying real success.

"The Club is now starting a complete ground school and will make a detailed study of meteorology, aerodynamics, theory of flight, navigation, radio and theory of motors.

"We would like to have trainmen of other Divisions join us if they are interested. The school and Club dues are only one dollar a month and if any one wants to learn to fly they may do so in easy monthly payments. So come on out and join us.

"We also have entertainment, such as moving pictures of interesting flights, and beach parties and dances."

\* \* \*

Conductor Charlie Clark has forsaken



What's wrong with this picture? Just one thing. It does not show these beautiful colors and shades of these ten foot high sweet peas. The young husky standing in the foreground is LeRoy McFall, 16 year old son of Motorman F. B. McFall, of Division Five. LeRoy stands five feet nine inches high, so you can readily see that the sweet peas are all of ten feet high. They are growing in the front of Motorman McFall's home and really have to be seen to be appreciated.

his old Studebaker for a glittering new Chevy sedan.

Motorman S. R. Harrington has equipped his Chevy coupe with a new Philco radio. Another case of "Winged Travel . . . Set To Music."

Motorman Louie Wall lost heavily on the Joe Louis fight but is gradually recouping his losses. He doesn't buy coffee and doughnuts at Ann Kuhle's restaurant any more. He buys store doughnuts now and takes them to Ann's to dunk.

Conductor A. A. Deucher brought forty-six barracuda, which he had caught near Long Beach June 18th, to the Division and gave them to the trainmen.

An unfortunate, yet amusing, incident occurred at Pico and Hill on June 20th. Motorman A. J. Lange was waiting to make a relief on his "A" Line run when a little Scotty (dog) came wandering by.

Motorman Lange starting playing with the dog and the little fellow became real sociable and bit a small chunk out of Mr. Lange's right hand between the thumb and index finger.

Lange went into a nearby trailer shop to wash off the blood and attempt to stop the flow. While he was in there his car went by and he had to commandeer an auto to catch up with it.

The injured hand was still bothering him when he reached Temple and Edgeware. Firemen in the station there gave him first aid and a few hours later, when he was relieved, the wound was treated at the Georgia Street Receiving Hospital.

Have you noticed Conductor F. M. Campbell's new Potiac? Or Motorman Bill Lite's new Dodge? Or Conductor McCollum's new Graham? Some class!



# Division Five

FRED MASON

"That's one way to keep from missing out," said Conductor H. T. Rose as he stepped out of the taxicab outside the barn and paid his eighty cents fare, one morning recently. The very next morning, however, he wasn't so lucky. He had a 4:30 A. M. shine, but no taxicab.

The way the boys are going on vacations this year reminds us of old times. Here they are:

Motorman Andy Dimitri has had his ten days at Big Bear and had a fine time.

Conductor B. R. Bowlus is off for three weeks and while we are not sure yet, we believe it is a honeymoon trip to Yosemite. We will find out later.

Conductor Taylor Chase is camping at his old spot, Tom's Cabin, in Bishop, for three weeks fishing.

Motorman B. E. Haskell is off for thirty days and is taking a trip back to Decatur, Illinois to visit his folks.

Motorman H. L. Myer takes off eighteen days to visit here and there and work around the house.

Motorman Bill Richards is taking another trip back home to Salt Lake City and he will be gone for thirty days.

Motorman Bill Kenney has also been vacationing in Salt Lake City and was due back on July 6th.

It's Klamath Falls, Oregon, for Motorman Louis Erickson. Louise is off for three weeks.

Motorman H. C. Harding is now vacationing in Portland, Oregon, and he took off sixteen days.

Motorman Elmer Zumault is taking a trip up to Vancouver, British Columbia. He has been gone for three weeks and is due back on July 12th.

Back to Midvale, Idaho, to visit the folks, Motorman W. A. Fletcher is off for five weeks.

Motorman Gerald Cook is off for five weeks and is spending his vacation at Snohomish, Washington, where he will visit ex-motorman Bill Openshaw.

Conductor and extra Switchman Doyle Dean McClurg and family, are back from a four weeks vacation in the old home town of Jefferson, Iowa.

It takes the ladies to furnish those little pleasant surprises. Mrs. Bertha Platner, wife of Conductor Roy Platner, has made a beautiful bedspread and has donated it to the Division Five Baseball Team to be raffled off, the proceeds to be used to buy a lot of necessary equipment. We sure wish to thank Mrs. Platner for this beautiful and useful gift. We don't have to thank Roy. He just delivered it.

We take our hats off to Conductor "Tex" Brown for banging out that home run when we were trailing Division Four in the game on June 21st. Tex has been trying to get one all season and he finally got one just when it was needed. As you all know, we won that game.

We wish to congratulate Motorman W. J. H. "Bill" Hewett and his wife on the occasion of the celebration of their twenty-seventh wedding anniversary on

June 23, 1936. To Mr. and Mrs. Hewett we say, may there be many, many more.

And to Instructor Walter Hole and Mrs. Hole, we offer our congratulations, they having celebrated their twentieth wedding anniversary on June 2, 1936. And to Mr. and Mrs. Hole we say, may you have a whole lot more.

Yes, it is true. Extra Clerk Victor "Muck" Muckenthaler has deserted us. He is now doing his chores in the Money Counting Bureau in the main office, and we all join in wishing him the bestest of the bestest.

# Virgil & Santa Monica Coach



D. S. COBURN

Operator W. S. Henderson won the undying gratitude of a certain colored woman when he came to her rescue recently. As she was boarding his coach her skirt dropped off and, trying to ease the embarrassment of the situation, he repeatedly asked her if she wanted a transfer, but she was too busy at that moment to worry about a mere transfer. She finally told him that she would like a transfer but would appreciate a safety pin much more, so Henderson immediately produced one from the depths of his tin box. This proves that our operators are trained and prepared for any emergency that might arise.

Supervisor Forest Musselwhite left on a two weeks vacation on June 30th. He will spend a week of his time at the Pacific Electric Camp at Lake Arrowhead and try his luck at fishing.

Operator E. L. Armstrong has just returned to work after having undergone an operation at the California Lutheran Hospital. He has recovered in a remarkably short time and we are glad to see him back at work, especially Dispatcher Srack, who has been struggling lately to relieve the men for their vacations.

Ed Taylor, Operator on Vine Street Line, is looking very trim at present due to his losing about 35 pounds from his waist line. The sudden drop in weight was brought about by having his tonsils removed and Ed was not able to eat so heartily while his throat was healing.

Operator Ray Brown has just returned from a months trip. He returned driving a new Plymouth which he bought while in the East.

\* \* \*

### Wedding

Miss Josephine Wheat and George Stanford, Operator at Virgil Division, were married on Sunday, May 31st, at Mount Olive Methodist Church. They left immediately after the wedding for a trip to Lake Arrowhead. Everyone at Virgil joins in wishing the newlyweds much happiness and success.

\* \* \*

Operator Johnny Fulkman has left for parts unknown on a thirty day leave of absence.

The depression is on again for our Janitor Jimmy Wright, and also some of

the boys on the washrack, since the Louis-Schmeling fight. The outcome upset Jimmy Wright for a few days, but our champion ping-ponger is back in form now.

Operator F. C. McCamy is en route to his home in Tennessee for a three or four week stay with home town natives.

Bob Selbo, Virgil Division's six foot four crooner, is back home on the old homestead in Montana, but does not like the weather there and he is anxious to get back to California.

Fred Belcher offered a novel excuse for his first missout this year. On calling the dispatcher he said that his diaphragm had sprung a leak. Very good, Freddie.

Mr. and Mrs. F. Van Vranken are enjoying a two weeks vacation motoring through the Big Trees in Northern California.

On July 1st the Los Angeles Motor Coach and Los Angeles Railway made numerous changes in rezoning certain districts. The operators at Virgil are particularly glad to get rid of Zone "J" on Vermont Avenue Line. This is probably the reason Dan Getchell migrated to this line.

Supervisor "Pinky" Newen has just returned from his vacation. He drove to Yosemite National Park and was looking forward to an enjoyable time, but instead was met by a heavy rain storm when he arrived there so he returned and spent the balance of his two weeks at Gilman Hot Springs.

Dispatcher Tudor is still recovering from a very painful operation which was performed at the California Lutheran Hospital a few weeks ago.

Operator Paul Patterson is on his way east and is planning to return soon, driving a new car from Michigan.

The regular quarterly shakeup was held at Virgil Division on June 22nd and nearly every man was either bumped or bid a different run than he previously had. One of the few exceptions, of course, is Dave Sporman who is just getting nicely acquainted on Vine Street.

A number of the men from Virgil were fortunate in being among those who were present at a lecture given by Lieutenant Commander George Noville, second in command to Admiral Byrd on his recent Antarctic Expedition. "The Human Side of the Byrd Expedition" was his subject. He gave a very complete word picture of the organizing of the Expedition, followed by about an hour of motion pictures which he had taken during the entire trip. Many of the scenes depicted were easily recognized as some of those that had been described over the radio on their broadcasts from the Antarctic.

### MECHANICAL DEPARTMENT

A. D. Gardner of the Mechanical Department left on a two weeks vacation on June 26th. He visited his old home town in Oklahoma.

"Hank" Thompson, Day Foreman of the Mechanical Department, has just returned from his vacation. He enjoyed a trip to Carlsbad Caverns and Pikes Peak. He says that the best part of the trip was the hot weather in Imperial Valley and Southern Arizona.

The rumor is that the long lost dolly which General Motors promised the Mechanical Department for removing the engines from the 3800 type coaches was finally located reposing peacefully at 16th Street Garage. Having never seen one before it appears it was an item for comment but no action. How about it, Cecil?



## 16th Street Coach

CHARLES H. HARDY

L. E. Woodworth started out to purchase a pair of shoes for his wife and returned with a Chevrolet de luxe sedan.

It is reported that A. Gerard goes by the name of "What-a-man," out around Melrose Avenue.

M. C. Foster was very much annoyed at missing out and then found out that he was supposed to be off that day.

F. W. Pope has a new Plymouth sedan.

Our new brother Norman Cooper, who drives the sporty Auburn about town, built a trailer recently according to reports. When nearly complete he found that he had forgotten a minor detail, the frame which supports the whole trailer and wheels. If any of the boys feel that they can be of assistance to Norman they might offer their services for it is quite a job to tear it all apart and rebuild it with the possibility of forgetting the floor the next time.

We understand that student operators are not really qualified until passed by J. Elek.

P. M. Gratzner accidentally lost the door control handle down through the slot in the floor of a 1900 coach he was driving. He jumped out to retrieve it but saw a passing motorist running back to his car with the handle. The man drove away while Gratzner shouted in vain.

C. R. Wheeler has been driving so many automatic clutch coaches that he can hardly drive his own car any more.

G. E. Graham and D. Garner were out on a fishing trip which turned out to be just a ride.

We understand that J. Kresge is shopping for a strong pair of reading glasses to prevent passengers from using cigar coupons for passes.

I. H. McDowell has picked Elsinore for his vacation.

We offer our deepest sympathy to A. D. Cardinet whose little son passed away recently.

R. H. Jackson is spending his vacation in Texas.

H. Halwax has left the service to join the Paramount Studios.

The boys want to know how K. Funk wears out his students.

The Coach Operators play an important part in this Company and are entitled to a good sized column, so please let your Scribe have the news items.

### Married

Congratulations to N. W. Phillips of the Coach Division who married Miss Patricia Peggy Pomeroy on June 13, 1936.

## GARAGE

The Second Shift made up a beach party after work recently. Several went in swimming before dawn to avoid sunburn. According to reports the party was a big success.

Sam Turner has an honest face but it does not mean a thing to the gateman. However, Sam was able to prove that the paint he was carrying out was his own personal property.

Joe Crawford's big dog has eaten so many of his chickens that Joe is beginning to wonder what the dog would taste like.

Tom Casey took a honeymoon trip by himself and has returned from Honolulu where he sought the lei of the land and the shredded wheat skirts.

The boys of the Garage will miss H. A. Crocker who passed away while back east. He will be remembered for his friendly greetings and keen wit as well as his interest in the ball teams.

Ralph J. Owens is the new man in the Store Room and is already known as Jasper.

The boys are questioning R. W. Turner's seamanship since it was reported that he was aboard a small sailboat when it smacked into the side of a battleship.

Walt Clutch Dewhirst is almost certain that a post in the basement struck at him when the lights were out recently.

A soup sandwich for Joe Covington until he gets some store teeth.

The new man in the Garage is J. W. Johnson from Division Three.

The boys have been wondering if Henroost McDonald's oversupply of eggs was due to the failure of his incubator.

Kids Weberg, Miller and Sturm held grandstand seats at noon for a while, but not for baseball. They were just studying the tactics of the professional enterprise next to the old laundry.

G. Turner of the Second Shift still claims a speed limit of 15 miles per hour despite the marcelled fenders of his car.

Bob Coenan has always favored pneumatic tires taking the place of horseshoes but even more so now. She likes horseback riding so Bob, being a city chap, feels more comfortable eating his meals standing up now.

H. Creager is in search of salty language and nautical terms to use when he tries out his little boat in the harbor. In the meantime he is treating a bad case of poison oak.

Mr. and Mrs. Ed Sullivan were out doing a little fishing and returned with 48 barracudas.

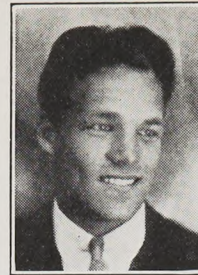
H. Nordmark returned from a vacation in New York where he studied their bus transportation system.

P. Woods caught a fish dinner recently but also a bad case of sunburn.

\* \* \*

### Married

Andrew W. Seyferth surprise the Garage when he returned from a month's vacation which proved to be his honeymoon. He married Miss Autie Looney in Santa Ana early in May and on the 23rd of that month they started on a honeymoon trip which took them through the central and southern states, returning June 21st, having visited many points of interest. Andy returned to work with an armful of cigars for the boys.



This is Buddy Inman, son of J. J. Inman, Assistant Foreman Division Four Mechanical. He won a medal for being the Champion Wrestler in the welterweight division at Polytechnic High School.

Buddy is a clean cut young fellow, seventeen years old—and he couldn't help but win after all the real work-ods he had on his father's ranch at Lancaster.

We are all proud of this boy and wish him success, because he is going to be just as good a man as his Dad.



## Mechanical Divisions

F. F. ROBEY

### DIVISION ONE

Al Williams is the latest man to put his name on the new car owners list. Al now drives a new Dodge sedan.

E. O. Angel is back to work, after being off for five weeks. We're glad to see you back with us again.

V. R. Bell spent his vacation out at his ranch. Virgil says it sure was hot out there.

H. S. Murray spent his weeks vacation in and around Los Angeles, visiting the parks and different points of interest.

Quite a bit of paving has been done at this Division in the last three weeks, which has improved things a great deal.

LeRoy Burr leaves for a months vacation, visiting friends in Salt Lake and Denver.

Our Irish Derby friend, Al Wutherick, has been looking pretty sick for a week, since he lost his bet with LeRoy Burr on the Schmeling-Louis fight.

H. W. Schaeffer has started off the vacations among the night crew. Harry is taking the trip back to Idaho and will be gone one month.

M. G. (Call-me-Mike) Belden has joined the ranks of the suicide club. He has bought a motorcycle of the class of 1903. We are hoping for a contest between Mike and "Speed" Mawby for divisional honors.

Harry Swartz seems to have taken notice about his batting average. With some expert coaching from Floyd Bond, he has improved a lot (for the worse). That last line was an echo from the Scotchman.

Captain M. Craeger reports that his boat is about ready to take to the water. He has been trying to recruit a crew to test it out and has assured them of bathing suits, in case———!

### DIVISION TWO

W. R. Cavett, Chief Mechanical Inspector, took a three weeks leave of absence to make a trip north to British

Columbia to visit his brother. He expected to return July 6th.

\* \* \*  
**Married**

R. E. Jones, Mechanical Inspector, is back at his station, having been away three weeks on a trip back east. He brought a very nice lady home with him, who is now Mrs. Jones.

\* \* \*  
W. G. Gregory is taking the place of W. R. Cavett while he is away on his vacation.

R. P. Sherrill has his house repainted and had better luck this time than he did last, when he fell and broke his leg.

We always expect a great big fish story from the boys, after they have been on a fishing trip, but our co-worker George Ramsey didn't have a word to say after his trip. He went away down to Mexico and didn't get a fish and on his way home found that they had been catching them by the hundreds in Long Beach. I still say you owe us a fish dinner, George.

Mrs. Julia O. Portor has been made regular cleaner at Division Five.

Mrs. M. E. Smith, Mrs. M. M. Griffin and Mrs. M. B. Dotson are relief cleaners to help out during vacation time. The cars will be kept clean.

### DIVISION THREE

H. Sparks returned from Kansas and says things look good there.

Most of our men who have been on the sick list, have returned. But Red Roman is still off with a broken jaw. He says, "Look out for the pork chops, when they take the wires off."

L. Stanley has a cream colored V-8 Ford now. Nothing to prevent him from enjoying the summer.

L. Boyer has redecorated his home. Some class now.

G. Treneer spent a week seeing Yosemite and the Bay cities.

W. I. Green has had his annual vacation and is raring to go again for another year.

E. C. Muse has left for Detroit for a new Chevy direct from the factory. From there, he will tour several of the Eastern states to try out the new bus before returning to Los Angeles. The boys are anxious to hear Ed's story about knee action, miles per gallon, etc. It will be a change from the usual fish stories.

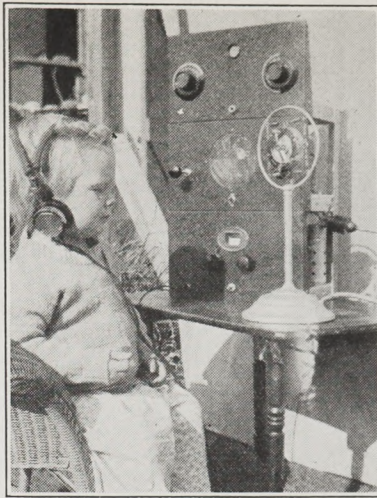
### DIVISION FOUR

#### Weddings

It seems like the spring weather has affected our bachelors at this Division. N. L. White returned from his vacation and informed us he was a married man. Jim Dennis came in the other morning and said that he had also made the fatal leap. We don't say for sure, but all eyes are on Gene Tremaine to be the next one. We extend our hearty congratulations to Mr. and Mrs. White, and Mr. and Mrs. Dennis and wish them much luck and happiness.

\* \* \*  
Some of the boys are back from their vacations and we are getting plenty of good information about the points of interest to visit, the condition of roads, etc.

D. A. Pitts has bought a brand new Ford V-8 and says he is at last going to see some of the country.



**Marjorie Ellen Sundeen, two years old, daughter of Mr. and Mrs. A. G. Sundeen of South Park Shops. "Radio W 6 MS calling C-Q\*."**

Our car cleaning gang is being transferred so rapidly that we can hardly keep trace of them. Recently, Assistant Foreman Inman came across a strange face in the yard and politely told him that no one but employees were allowed in the yards. The very much embarrassed young fellow stammered that he was the new day cleaner. Oh!

L. L. Monroe can tell us something that very few people know. And that is the number of rivets in the car body of a steel car.

It seems as though coming on days, after working nights so long, affects the eyesight pretty bad. E. L. Kunkle tells us that he has qualified for a membership in an angling club for landing a four hundred pound jewfish.

Clyde "Mickey" Holland's team held the pitch playing championship for a long time, but along came Bob Bath's gang and upset Mickey. According to reports, W. W. Aldrich offered Mickey a day job, if he could win back his title, but it was like offering a nice juicy steak to a man with lockjaw. If Mickey doesn't look out all the other Divisions will be after him, and then what?

### DIVISION FIVE

C. R. Fulton is on the sick list. He was very ill recently.

B. G. Allen just returned from Sequoia Park. He says he had a very good time, while it lasted.

G. P. Macqualter left for Grand Rapids, Michigan the latter part of June on a vacation.

Ed Hess is building himself a domicile in Hawthorne. Thursday morning he came to work with all the slivers he could find in his fingers.

Our Foreman, I. C. Gordon, seems to be troubled with a stiff neck lately. Come to think of it, he couldn't explain the real cause.

Harry Hunt invested in a new Plymouth, while Henry Williams bought a new Chevrolet. They don't seem to agree on some points lately.

Jimmy James is looking forward to

August, when he says his worries will be over. We are wondering if he means he is going to return B. G. Allen's shotgun.



**F. ARLEIGH FRAZIER**

Herb Turner, of the Superintendent of Equipment office, spent his vacation in and around Santa Barbara. He and Harry Nordmark are in a race to see which can get the best sun tan. Harry is spending his vacation in the south.

G. N. Langer is the new man in the Air Room.

A. W. (Spike) Genge has been retired on account of sickness.

Bill Reynolds has a very good way to make vacation expenses—that is to sell ten or fifteen Schick electric shavers; collect the money and then don't deliver the shavers.

Art Edmunds went rabbit hunting and got one bunny. He was accused of kicking it out of the nest and then shooting it to make it look like he was a hunter.

Cy Watts is on vacation, driving through Arizona, New Mexico and Colorado.

W. A. Jermy and H. A. Heuer are vacationing at different parts of the state.

Fred Andrus and wife are gone for the month to visit the old stamping ground at Detroit. They went by way of the Southern Canadian Railway from Seattle to Vancouver, Lake Louise and Niagara Falls.

Mr. Litts walked home one evening after work, then walked back to the Shops and drove his car home.

Joe Spearing arrived in England a little weak but O.K. He lost all his money on the Louis-Schmeling fight and was last seen in a row boat thumbing his way back to America.

If a brick falls two and a half stories and hits a man on the head and doesn't hurt him, it is no use to drop a 2½-lb. hammer on his head and think it will hurt. Will it, Bert Timbs?

Fred Hunt owns a new car in eighteen months.

John Moore spent two weeks in Texas. Mark Langlois took three weeks off to figure ways and means of spending his bonus.

R. J. Weatherly took time off to rest up.

Jim Dye has returned to work after two weeks of sickness.

### Wedding

\* \* \*  
Albin Hillious Blomgren is taking two weeks leave to get married. The name of the unfortunate lady is unknown.

\* \* \*  
Bob Wallace will now be able to take his annual bath as he has purchased a new set of curtains.

We were informed that Art Robey is running an early morning milk route but it hasn't been confirmed as yet.

H. V. Campbell and Tom Lock are on vacation.

Bill Inkinson and Tom Smith were off sick.

Warren Knowles has sold his old 1915 Oakland and bought a 1926 Dodge.

Roy Blaize's razor slipped and that is what gave him that Jewish look.

Fred Hart is visiting friends in Sacramento.

Bill Leisure is headed for parts unknown—fishing.

New men in the Truck Shop: R. Henderson, Steve Forman and Tom Wells.

Sherman Kriewald is fishing on his vacation.

J. E. Spicer slipped on a rug at home, breaking three ribs.

Geo. Duffin is off sick with pneumonia.

W. A. Maitland and wife visited Winfield, Kansas, Newcastle and Pittsburgh, Pennsylvania, Buffalo and Niagara Falls, New York, Toronto, Canada, Washington, D. C. and Alexandria, Virginia, and he states that Pittsburgh and Washington, D. C. are the only cities coming any ways near having as good street car service as we have and they only have one line each that can compare. All cities have 10c fares or more.



## ELECTRICAL



WALTER WHITESIDE

### LINE

Ray Kiddoo, the assistant mayor of Sunland, decided that his estate was taking too much of his time, hence his decision to sell. The real reason may be that Ray got advance notice that the weather was going to be exceptionally hot and thought he couldn't stand it. Mayor Dick Payne says that this move of Ray's, leaves him an open field for re-election.

Gene Laycox read about the grasshoppers infesting the midwest and destroying the crops, and then decided to take a trip to Kansas to see if conditions were as bad as stated. He expected to visit the Grand Canyon and the Carlsbad Caverns on his trip.

Homer Runyon decided he had heard enough sirens for a while and took a trip to Yosemite Valley.

While Homer was away, Charles Kirkpatrick relieved him on Number 1 emergency truck. Charlie hadn't worked the emergency crew for some time, and he sure was worrying about it for a couple of weeks before Homer left. Charlie's main worry was in regard to all the new features on the reconstructed cars.

Ray Kiddoo got as far as San Diego on his vacation.

M. B. Smith took a trip up the coast trying to avoid some of the Los Angeles heat.

O. J. Moser and C. G. Woelker attended the recent American Legion Convention. When O. J. asked for time off he stated very emphatically that Governor Merriam demanded that he be there in order to see that everything runs smoothly.

The latest membership roster released by the "C. S." Club had the following

names: Billy Yandell, Dick McDevitt, Ray Kiddoo, Ben Fulton, Bob Bass, and Sammy VanDenBurg.

J. M. Cavedes had to take a few days off due to illness and Dan Mason was also off, being confined to the hospital.

### SUBSTATIONS

E. O. Thurtell took a thirty day leave to visit his mother and uncle in Kansas. Before departing for the east, Edward and his wife celebrated their fortieth wedding anniversary, on June 25th, with a five o'clock supper for fifty guests in their home.

As reported in last month's issue, Benny Lerit visited New York and returned with a new Plymouth coupe, so we will now have to carry on the news. He returned to duty on June 14th and got married June 19th, and in between these dates he received his bonus.

W. D. McArthur vacationed at Lake Tahoe. He states that the weather was too cold to fish. He also got quite a thrill visiting the ghost town of Bodie.

Ira Booth took in the sights around Los Angeles during his recent vacation.

Elmer Tharp, the boy who believes in not losing any time when he is going somewhere, made a very hurried trip to Yellowstone Park. We will try and get all of the speeding statistics when he returns.

Walter Reece thought he might go into the business of growing big trees, therefore he spent his vacation at Santa Cruz and the Big Basin.

Russell MacMillan spent his vacation around town, probably taking in all of the shooting ranges.

The weather wasn't hot enough for Henry Neel hence his visit to Marietta Hot Springs.

James Rose figured that he would see how other parts of the world lived and took a trip to Mexico City. He also took in the Carlsbad Caverns.

Walter Drummond was off a few days due to illness.

### ELECTRICAL CONSTRUCTION AND BONDING

Frank Maloney took his first trip out of Los Angeles in many years when he headed north. He intended visiting the Redwood Highway and probably go as far as Seattle.

Nels Lane is kept on the jump trying to avoid Ford salesmen.

O. R. Payne is starting out to parts unknown on the new U. P. streamline train. Incidentally, "Fire Chief Payne" asks: "Would you know where to find a fire extinguisher if a fire broke out near you?"

Bill Lane had his vacation delayed because his wife was called for jury duty.

Reports have it that Bill Boyd isn't a very good auto mechanic. This was proven when it took him several days to repair the rear end of his car.

Bill Banbury, the man who doesn't believe in "wet paint" signs, says he can't consider a vacation till his daughter completes a course in summer school.

Ed Gregory is undecided what to do during the hot months, but he will probably figure out something before long.

Welcome to the Department, Paul Tupper, son of the genial Barney Tupper.

Pete Goodas is or was the owner of a

very fine \$10.00 watch. He left this watch in a pair of old working pants and, forgetting all about it, he told his wife to burn the pants. His wife, being very obedient, burned the pants which also contained the watch. Pete has now purchased a \$1.00 Ingersoll.

Those two boys are at it again, they are none other than Roger Rees and Carl Brown, bond testers de luxe. Carl has been working with O. R. Payne and Roger just returned from Washington State College.

\* \* \*

### Married

Benny Lerit, of the Substation Department, recently walked down the single aisle and returned a married man. The event took place June 19th, and the new Mrs. Lerit's name is Rose.

\* \* \*

Louie Hunter, of the Line Department, decided he had been single long enough, so on June 5th he surprised his friends by marrying Rose Biepenbrock.

\* \* \*

We are very sorry to report the passing of Charles Coe, an instrument man in the Substation Department. All of the members of the Electrical Department extend their deepest sympathies.



H. I. SCHAUBERT

Clara Kincaid, daughter of Charlie Kincaid, is recovering from a serious illness. Charlie acted as nurse and has discovered that he can get along with a lot less sleep than he has been getting. He plans on going out once in a while in the evening after Clara has fully recovered.

Babe Gravino's bambino has recovered from a recent attack of pneumonia.

Pete Larson, Carpenter, took a couple of weeks off in June to make a trip up north. He spent the time around the Bay Cities and says it rained nearly every day.

Walter Reber, Switch Repairer, had the courage of his convictions and collected twenty-five dollars on the outcome of the recent Schmeling-Louis go.

Mr. Fleming received another card from Jake Zuber the other day, written from Mt. Carmel, Illinois. Jake is now in the home stretch with the new Buick, visiting on the way.

That big feed of frog legs that Bill Bramlett was going to put on when he returned from his trip, did not materialize. Bill claims the drought had done away with all his old frog ponds and the best he could do was to capture twenty or thirty frogs a night. Barely enough for himself.

Harry Diebert, Plumber and horticulturist, has discovered a way to saw off a tree limb without sitting on it. He stands on top of a stepladder and holds on to it. Harry took a very crude way of describing to his wife and daughter the many beautiful colored objects he had seen after regaining consciousness, following his descent.