

# TWO BELLS

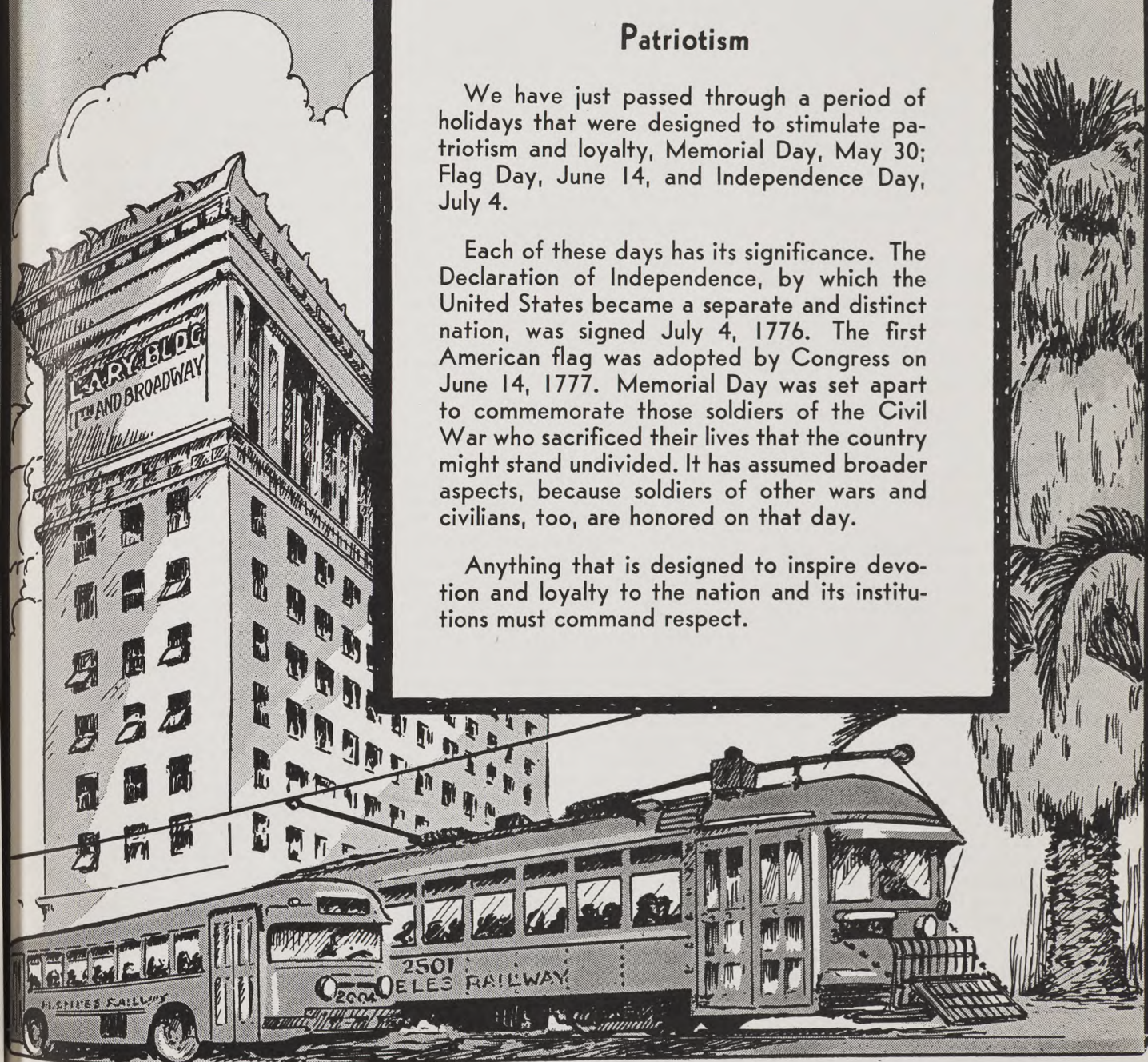


## Patriotism

We have just passed through a period of holidays that were designed to stimulate patriotism and loyalty, Memorial Day, May 30; Flag Day, June 14, and Independence Day, July 4.

Each of these days has its significance. The Declaration of Independence, by which the United States became a separate and distinct nation, was signed July 4, 1776. The first American flag was adopted by Congress on June 14, 1777. Memorial Day was set apart to commemorate those soldiers of the Civil War who sacrificed their lives that the country might stand undivided. It has assumed broader aspects, because soldiers of other wars and civilians, too, are honored on that day.

Anything that is designed to inspire devotion and loyalty to the nation and its institutions must command respect.



# Mr. Haskins Replies to Misstatements In Local Newspaper

*In the Evening News of May 13th last, there appeared an editorial entitled "20,000 accidents save \$200,000 for the Los Angeles Ry."*

*The following letter was written to Manchester Boddy, Publisher of the Evening News, by President S. M. Haskins in answer to this editorial.*

*That every employe may be informed of the facts, we are publishing Mr. Haskins' letter.*

May 16, 1936

Mr. Manchester Boddy,  
Publisher, Los Angeles Evening News

My dear Mr. Boddy:

That you would not deliberately and wilfully permit the use of your editorial columns for the purpose of misleading the public, and as a consequence injuring others, I know. Therefore, without hesitation, I am calling to your attention certain glaringly erroneous statements made in the leading editorial in Los Angeles Evening News of May 13th on the 1935 accident record of Los Angeles Railway Corporation.

The accident report in which the condemnatory editorial finds its source is a public document on file at the City Hall in the office of the Board of Public Utilities and Transportation. It speaks for itself. The specifications of error in the editorial are these:

**First:** The editorial recites that "during 1935 one-man street cars were involved in 20,791 accidents or 'incidents' ". The fact is, as the report discloses, the correct figure is not 20,791 but 3,436.

**Second:** The editorial also states that "during the same period, two-man cars operated by the company were involved in 18,000 accidents or 'incidents' ". The correct figure as reported is 15,757. A relatively inconsequential error.

**Third:** There follows the most damaging and erroneous statement of all, that "one-man cars were involved in 15 per cent more accidents while traveling approximately one-fourth the distance traveled by two-man cars". That your calculator in analyzing the statistical report breached the rules of simple arithmetic is obvious. The fact is that, **measured by car miles**, one-man cars were involved in 15 per cent less accidents than two-man cars.

**Fourth:** According to the figures contained in your editorial, the one-man and two-man cars combined were

involved during 1935 in a total of 38,791 accidents and "incidents". This is only about a 50 per cent exaggeration, the correct total being 20,791.

Important in this connection is the fact—brought out in the report but not in the editorial—that of the total accidents and "incidents" only 3,715 or 18 per cent were accidents, the remainder of 17,076 or 82 per cent being "incidents". An "incident" as classified in the railway report is not an accident but any happening or misadventure not necessarily directly connected with the railway in any manner, but of which a railway employe may be a witness. For example, last year 1,238 automobile collisions and 163 automobiles driving into excavations were witnessed and reported. In these "incidents" the railway had no concern. Also included in the "incidents" were 10,063 collisions of street cars or buses with automobiles which were so slight however that no claim for damages arose from any of them.

**Fifth:** The editorial emphasizes the allegation that the company reluctantly made public the accident figures, that "after a lengthy series of hearings on the operation of one-man street cars, the Commission finally prodded the street car company into producing the accident figures for 1935". This is untrue. In the first place, the accident record is annually made a part of the annual report of the company to the Railroad Commission and a copy of that report is filed with the Board of Public Utilities and Transportation of the City. In the next place, at the hearings mentioned the company upon request segregated the figures as between one and two man operation. These figures were commented upon in the public press when produced. The company did protest rather strenuously against the demand that the admitted figures be exhaustively analyzed so as to show the type of accident, the time of day it happened and other like data. The reasons for the objections were, first, that all facts material for a decision in the one-man car case were in evidence, and, second, that the analysis demanded would require an examination of the record of every accident occurring during the year. The demand was pressed nevertheless. The report was furnished accordingly. Its preparation consumed the time of a number of qualified men during several weeks and was costly. But never was there any attempt to conceal accident figures. The "reluctant" theme of the editorial is for the the most part a conception of the

imagination.

Standing upon the false structure of so-called "incontrovertible facts" erected by itself, your newspaper editorially indignantly condemns the street railway company for its "public be damned" attitude and sternly warns the Board of Public Utilities and Transportation as to its duty in face of "these incontrovertible facts".

The "incontrovertible facts" are in the company's report. They are not quoted in your editorial. They are misquoted. The public has been misinformed and misled and the company has been unjustly condemned.

In one respect a newspaper is like a public utility. It is impressed with a public trust. No matter what causes it may espouse or what objectives it may seek to attain, is it not its public duty in the presentation of ascertainable facts to present them accurately and truthfully?

Self respect demands that this protest be made. It is sent to you with acknowledgment of our own shortcomings, those both beyond and within our control. It is confidently hoped that it will appeal to your sense of journalistic integrity.

To be charged with a "public be damned" attitude is not agreeable to say the least. We are conscious of no such attitude. Perhaps in the circumstances it may not be regarded as inconceivable that the thought might spring into one's mind that, occasionally, even a newspaper may not be undeserving of a bit of damning.

Yours very truly,

S. M. HASKINS  
President

## Thanks for Backing

In behalf of the Baseball and Basketball Leagues we wish to express our sincere appreciation for the wonderful turnout at the benefit dance given on May 30th.

It was quite evident everyone enjoyed an evening of dancing and entertainment.

As previously announced the proceeds of these affairs go to the upkeep of these Leagues which are carried on for the pleasure and entertainment of the sport loving fans of our Company.

A special word of thanks goes to those who so willingly give their services in helping us put on these dances and serving the refreshments.

Again, thank you all and we hope to see you at the next dance.

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

HARRY GILMORE, *President,*  
*Basketball League*



CLAIM DEPARTMENT PICNIC

On Sunday, May 17th, the Claim Department threw thoughts of accidents, damage suits and courts to the winds and went in for a real old fashioned family picnic at the picnic grounds close to the Vermont Avenue entrance of Griffith Park. Everybody took their own lunches and the afternoon was spent in games. The picture was taken by A. W. Patsch. Mr. Bishop, General Claim Agent, is at the extreme right.

## Coach Fare Reductions

Tariffs have been filed with the Railroad Commission, effective July 1st, which will provide a reduction in the fare from 10 cents to 7 cents, or a token, on Coach Lines as follows:

All of the line on Slauson Avenue and that part of the line on Gage Avenue between Huntington Park and Atlantic Avenue will be placed in the Inner Zone and in addition the \$1.00 Inner Zone weekly pass can be used. On that part of the line lying south of Gage and Atlantic Avenues, the fare to Los Angeles will remain 10 cents; 7 cents into Huntington Park.

All of East Florence Avenue line will be placed in the Inner Zone.

On the Manchester-Firestone - Santa Ana Motor Coach Line operating along Manchester Avenue from Inglewood to South Gate;

The length of the ride on a 7 cent, or token, fare paid in Inglewood district will be extended along Manchester Avenue to Central Avenue and will also include transfers south of Manchester on either Broadway or Vermont Avenue.

The length of ride on a 7 cent, or token, fare paid in Zone 2 in South Gate will be extended along Manchester Avenue to Western Avenue and will also include transfer south of Manchester Avenue on either Broadway or Vermont Avenue.

These fares will also apply when paid on Line "J" in Huntington Park and transferring to the Manchester bus at Santa Ana and Seville Avenues.

The 10 cent fare will apply between Inglewood and South Gate districts via Manchester Avenue bus.

### Eagle Rock

Passengers riding in Zone 2 of Eagle Rock will have additional privileges, effective July 1st, in that they will be allowed to ride on the 7 cent, or token, fare on Line "5" as far south as Avenue 35, instead of Avenue 45, as at present, and will also be allowed to transfer to York Boulevard and Verdugo Road bus lines.

## Car Reconstruction Progress

By H. E. JORDAN  
Superintendent of Equipment

The May issue of the "Two Bells" announced that the rebuilding program of 118 type "H" cars to the one-man-two-man type "H-4" cars had begun. This work is steadily progressing, and in practically every section of the South Park Shops there are piles of material that is being fabricated for use in the reconstruction program.

Every attempt is being made to complete the large amount of brackets, steps, doors, etc., before the door engine and safety equipment is received from the eastern factories.

A number of men have been advanced to the shops from the car house mechanical forces in order to supplement that force temporarily to take care of the additional work, as the cars involved will be overhauled and repainted at the same time.

The cars will not be pulled into the shop until a sufficient amount of

material has been received to assure us that the routine may progress without interruption after the reconstruction has once started. It is planned to complete approximately five cars per week.

## Anniversaries

Among those celebrating thirty-three or more years of service with the Company in June are: F. Van Vranken, Manager of the Coach Division, who joined the service June 1, 1902; J. B. Buchanan, General Storekeeper, June 18, 1903; L. T. Crump, Foreman of the Paint Shop, June 17, 1903; W. A. Swearingen, Assistant Foreman in the Way and Structures Department, June 12, 1891; W. Z. Cleveland, Towerman, June 19, 1895; and E. A. Ricketts, Flagman, June 8, 1903.

## Offices Exchanged

The office of the Publicity Department, which includes Two Bells, moved from room 601, Main Office Building, to room 200. The Superintendent of Traffic and Statistics, H. A. Perryman, who occupied room 200, moved to room 601, thus effecting an exchange of offices.

Mr. Perryman is now located close to the Operating Department, of which he is a part, and the Publicity Department is very comfortably quartered on the second floor.

*The average man lives 31 years longer than he did in 1800. He has to, in order to get his taxes paid.*

## Purely Personal

President S. M. Haskins and Mrs. Haskins went north the week of May 17th to attend the graduation of their daughter, Miss Janet Haskins, from the University of California at Berkeley.

General Manager P. B. Harris has returned from a hurried trip to St. Louis where he went to look over the first street car to be completed out of a program of 100 street cars ordered from the St. Louis Car Company by the Brooklyn & Queens Transit Corporation. These street cars are being built according to designs developed through the research work of the engineers of the Electric Railway Presidents' Conference Committee.

R. O. Crowe, our Comptroller and Vice President, has just returned from a vacation trip to British Columbia.

H. G. Weeks, Assistant to General Manager, is on an extended trip through the East.

Lester Turley, Electrical Engineer, left May 27th on the steamship Mariposa for a vacation in the Hawaiian Islands. He will return sometime this month.

George Link with Mrs. Link and their daughter and her husband are driving back to Kansas City to spend a month with a sister.

D. D. "Dusty" Rhodes, formerly at Division Four but now with the Safety Bureau, left on May 8 for Pennsylvania on account of the serious illness of his father who passed away before he arrived. On his return trip, Mr. Rhodes passed through the dust bowl of Kansas and Oklahoma and saw the terrible effects of the dust storms on farms.

Supervisor Jack Collins has been very sick and is in a private hospital.

Ethel Layton has left the Information Desk behind and is enjoying the desert breezes at Twenty-nine Palms.

Fern Preston, of the Meter-Mileage Department, spent her Memorial Day week end by taking a trip to the Grand Canyon with the Women's Traffic Club.

Jim Murray, for a number of years a member of Mr. Harris' office force when he was Chief Engineer of the Company, has been transferred from the Engineering Department to the offices of H. A. Perryman, Superintendent Traffic and Statistics, suite 601 Main Office Building. Here's hop-

ing Mr. Murray will be very happy in the discharge of his new duties.

Miss Ella Christensen, the soft, pleasant voiced recorder of complaints and commendations in the Transportation Department, left for a two weeks visit to Yosemite the last of May.

D. L. Gragg, proprietor of the cigar and magazine stand in the Main Lobby, is still on the invalid list, but is reported as steadily improving.

Miss Edith Wainwright, niece of G. G. Scott of the Drafting Room, will be installed as Queen of Bethel Lodge No. 36, Job's Daughters, at Palestine Temple, on June 27th. At the same ceremony, Lillian Johnston, daughter of Dan Johnston of the Meter-Mileage Department, will be installed as Junior Princess of the same chapter.

The following Supervisors are taking their vacations here and there, M. R. Ballard in Missouri; W. P. Perry in Tennessee; Jesse Drayer in San Diego; Carl Gutknecht just around home getting acquainted with his family.

Charles S. Coover, Mail Clerk in the Main Office Building, spent a recent week end at Grand Canyon.

T. G. Cumberford and family are spending their vacation at Alberta, Canada where Mr. Cumberford's father is manager of the Red Deer Valley Coal mines at Drumheller.

Gene McGurk is spending his vacation "somewhere above Bishop" where he hopes to find some good fishing.

It was announced in the May Two Bells that the Wilson-Petty wedding was to occur on May 29th. The event was later set a day ahead because Mrs. Wilson's brother who came from the north to attend the wedding was called back a day earlier than expected.

Mr. and Mrs. Wilson will be at home after June 15th at 1521½ Baxter Street.

## New Crossing

A four unit new silent type crossing is being fabricated for installation at Fifth and Spring Streets. The Maintenance of Way and Structures Department will have this work completed in about thirty days.

*White Eagle, of Arizona, says that the difference between the Indian and the white man is that the Indian scalps his enemy, while the white man skins his friend.*

## Transit Employees

By W. H. HOLLENBECK, President

The largest crowd that has attended any dance given by the Transit Employees, enjoyed a wonderful evening on Saturday, May 30th. The dance was sponsored by the Transit Employees Athletic League Fund and credit for its big success must be given to Harry Gilmore and his staff of workers who were untiring in their efforts.

The Transit Employees Association is working with the Management to cut down accidents. There has been an unwarranted increase in the number of accidents and if the Association members cooperate with the Management, the number of accidents can be materially reduced.

The big event of the year for members and their families, will be the barbecue to be held in August. The date and place will be announced later. Your Transit membership card will be your admittance ticket and all it will cost you will be your time. The entertainments and barbecue are given for the purpose of boosting our membership by bringing the members of our organization together in friendship and goodfellowship.

Be a booster for the Transit Employees Association—it is your organization. Remember that we are independent and have no affiliation with any other organization. Attend the meetings at your Division each month and you will be satisfied that the Transit Employees Association deserves your support.

## Pier'try, Eh What?

He looks so well,  
And does appear  
Solid as a pier.  
He has no peer,  
This is R. A. Pier-  
son of PIERsonnel.

## World Trip

A little less than two years since he started on his last around the world trip, J. C. Lewis, of the Special Roll, formerly of the Mechanical Department, has left for another five month tour. Leaving Los Angeles on June 3rd he was to visit Japan, China, India, several of the African countries, and on across to South America where he will tour the Argentine and Brazil before returning to this country. We probably will have some interesting highlights on his trip when he returns. Mr. Lewis wishes all his friends to know he is "romping around the world again".

## Veterans

The Cabaret Dance held at Patriotic Hall on Saturday, May 23rd, was a success as far as having a good time was concerned, but financially it was a flop. The floor show was very good, and the refreshments must have been O.K. as we ended up with everything gone.

At the meeting of the "Sword" the following Monday, about twenty-five comrades turned out, five of them being new members, who were present for initiation. Cavanaugh of Vernon Yard, Stone of Division Five, Hartzell of Division Five and Drinkwater of Division Five, were given the first section, and Loff of Division Three was saved for the "works" and did he get it! After the initiation there were a few words from the new candidates and then a bit of entertainment.

Comrade Cavanaugh is Commander of Post 2828 V.F.W., so we are going to be well advertised out there and possibly gain a few new members.

It has not been decided just what will happen on the 22nd of June, but you will all be advised by Bulletin later.

Plans are now being laid for the Annual Picnic.

We regret to hear about the sad misfortune of Comrade Culver, both of his parents in England having passed away in the last few weeks.

Comrade Len Barkley was suddenly called to Denver, on account of his mother passing away after a lingering illness.

To the above Comrades we wish to extend our heartfelt sympathy.

Comrade Blakely, of Division Five, has been reported as being very sick in the hospital, but we are hoping for a speedy recovery.

Three of the officers of the Club called on "Pop" Small at Sawtelle, where he has been for some time. You all know "Pop". He is the man in charge of the kitchen at Patriotic Hall, and he has always looked after the wants of the Club, and fixed us up when arrangements had not been made in advance, due to being overlooked. He was taken some cards and smokes and was glad to know that the boys of the Club had not forgotten him, and sends his best regards to all the members.

H. F. NELSON, *Adjutant*

## Auxiliary

On Monday evening, May 25th, we held our regular meeting at Patriotic Hall. At that time arrangements were made for spending the evening of Friday, June 5th, at the Fun House in Venice.

An important date to keep in mind is Saturday, June 13th, when a party

will be held at the home of Mr. and Mrs. Andy Duncan, 350 West 109th Place. All members and their friends are cordially invited to attend. Come and help us spend another of those enjoyable evenings. There will be prizes and refreshments.

ELLA M. HOYLE, *Secretary*

## Night Softball

By CHAS. H. HARDY

The Los Angeles Railway Division One (Mechanical) Night Softball Team, playing in the Major Industrial League, has made a very fine showing and was at the top of the list at the time of this writing.

Results of the games are as follows:

April 24	L. A. Ry.	17	S. A. Scherer	1
May 1	L. A. Ry.	6	Master Linen	5
May 8	L. A. Ry.	4	Arco Co.	1
May 15	L. A. Ry.	14	Lacy Mfg.	7
May 22	L. A. Ry.	4	Kaiser Bros.	3

The game on May 1 between Los Angeles Railway and Master Linen was won by a last inning rally. The winning hit was by Faulkner.

The players are: Norman Lane, Pitcher, Garage; Babe Ellis, Catcher, Garage; Joe Crawford, First Base, Garage; George Strickland, Second Base, Division One Mechanical; Kenneth Mawby, Third Base, Division One Mechanical; George Faulkner, Short Stop; Tom Jeffrey, Left Field, Garage; Francis Ralphs, Center Field, Garage; Bud Horton, Right Field, Division One Mechanical. Utility: Nels Lane, Electrical Construction Department; George Ramsey, Division Two Mechanical; C. F. McNeil, Division One Mechanical; Bob Jeffrey, Garage; George Oliver, Garage.



Dean Gebhart and his mother. This handsome little chap is the son of Lloyd Gebhart of the Auditing Department. The picture was taken on April 25th, Dean's fourth birthday.

## Supervisory Forces

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Equipment Departments was held on May 9th, with W. T. Brown as Chairman.

After a few opening remarks, Mr. Brown introduced the following visitors to the meeting: R. A. Pierson, Superintendent of Personnel; E. E. Kenway, Supervisor of Employment, and E. W. Swanson, Assistant Car House Foreman, Division Three.

The subject was "Employing and Training Men", and was responded to by the following: Doyle Rishel, I. C. Gordon, F. F. Robey, W. W. Aldrich, E. C. Muse, C. H. Heywood, W. R. Cavett, and W. C. Brown.

The speakers expressed their approval of our present methods, with some minor exceptions. W. R. Cavett went back several years to give us some very interesting incidents of his early experiences with the Company.

After a short intermission, R. A. Pierson gave us a talk on the various phases of the subject that had been discussed, and was heartily received, as we always appreciate anything Bob has to tell us.

As the time for adjournment had come and several had not responded to the subject, the Chairman announced that the meeting would be continued next month, and extended an invitation to Messrs. Pierson and Kenway to be present at that meeting also, which was immediately accepted by them.

Mr. Jordan, Superintendent of Equipment, called special attention to the record made by Division One on Equipment Failures and commended the Foreman for the good showing of his Division.

J. E. STEENROD, *Secretary*

## Retired Employes

The regular meeting of the Retired Employes Association was held May 19th with an attendance of forty members.

R. D. Hobday, Managing Director of the Constitution Society, gave a most interesting talk on the Constitution, urging an observance of it in every way.

Tentative plans were made for the annual picnic, arrangements for which will be announced when finally completed.

In the absence of our Secretary, D. L. Gragg, who is in the hospital, A. A. Cash acted as Secretary.

The next meeting will be held June 16th.

A. A. CASH, *Acting Secretary*



Division Five Baseball Team. Seated, left to right: Mickey Ryan, Catcher; Oscar Lund, Third Base; Happy Daerr, Short Stop; R. Huntoon, Pitcher; Alfred Nelson, Left Field; R. C. Beale, Pitcher; W. A. Ullrich, Second Base. Standing, left to right: C. P. Pendergrass, Manager; E. L. Seale, First Base; L. C. Bartholomew, Short Stop; W. B. Smith, Center Field; H. W. Ritter, Tex Brown and S. N. Duncan, Utilities; and T. Y. Dickey, Assistant Rooter. In the front and center is G. H. Stone, Jr., Bat Boy and Mascot.

## LARY Baseball

By C. J. KNITTLE

The Lary Leaguers have reached the halfway mark in their twenty-three weeks battle for the P. B. Harris Baseball Trophy.

There is little doubt that from now on the battle for the handsome prize will be between Vernon Yard and Division Three.

In the standings given in last Two Bells, which included the May 3rd games, Division One held first place with four games won and one lost.

Vernon Yard followed closely with three won and one lost. Division Three stood third with three won and two lost.

In the following four Sundays of May, Division One lost two games and was off two Sundays. Vernon Yard and Division Three each won three more games and were off one Sunday.

Unfortunately, Two Bells could not wait to publish the results of the June 7th games. On this date the Vernon Yard boys met their toughest competition, the Division Three lads.

Up to that time Vernon Yard had gained first place in the standings (you will observe) with Division Three right on their heels.

And here are the scores and highlights of the May games:

### May 10th

At 10:30 A. M.:	R. H. E.
Div. Four .....	301 001 002—7 7 8
Div. Three .....	021 100 004—8 7 5
Batteries: Vance and Hancock; Wankier and Martin, McCarter.	

The feature of the game was the ninth inning rally by Division Three, scoring four runs to overcome a three run lead.

At 1:30 P. M.:	R. H. E.
Div. Five .....	002 000 002—4 10 6
Ver. Yard .....	002 090 16x—18 19 3
Batteries: Nelson, Lund, Beale and Ryan; J. Saiza and Sal.	

Espana, third baseman for Vernon, made a three base hit in the third inning but attempted to score and was out at home.

George Manriquez, Vernon's left fielder, made a homer in the third inning. Center fielder Hughes followed up with another homer.

Pitcher Beale of Division Five struck a homer in the ninth inning scoring Lund.

### May 17th

At 10:30 A. M.:	R. H. E.
Div. One .....	100 000 0—1 3 6
Div. Three .....	124 235 x—17 15 1
Batteries: Means, McDonnell, Hedrick and Smith; Woodward and Barnett.	

Division One played a hard luck game. The close plays, unfortunately, were not in their favor.

Division Three played bang-up ball

all the way through, taking advantage of all the errors.

First baseman Maze of Division Three scored a homer in the first inning with a line drive to right center.

At 1:30 P. M.:	R. H. E.
Coach .....	221 010 020—8 8 2
Ver. Yard .....	030 440 00x—11 14 5
Batteries: Kinley, McNeil, Gilmore and Guyette, Dummer, Williams; Burgos, J. Saiza and V. Saiza.	

Sal Manriquez, second baseman for Vernon, hit a homer in the second inning scoring V. Saiza and M. Saiza.

Dummer, catcher for the Coach lads, made a three base hit in the fifth inning and scored on a single by Kinley.

### May 24th

At 10:30 A. M.:	R. H. E.
Div. Five .....	232 030 202—14 18 7
Coach .....	100 301 311—10 11 4
Batteries: Huntoon and Ryan; Gilmore and Williams.	

The Division Five lads went on another hitting spree, Smith scoring two home runs and two singles out of five times at bat. "Hap" Daerr was credited with four hits out of six times at bat and Mickey Ryan might have piled up a slue of hits but it seemed there was always a Coach lad on hand to stop them.

Ullrich of Division Five played an excellent game at second. Huntoon struck out eight men.



Coach Division Baseball Team. Front row, left to right: L. G. Hargrave, of the Wilshire Line; H. W. Coker and R. H. Smith, of the Coach Division; M. D. Bean, A. K. Seals, G. B. Dossey, Wilshire Line; M. A. Tudor, of Virgil and Santa Monica Coach Division. Standing, left to right: H. M. McNeil, W. W. Chase, Wilshire Line; H. R. Burns, Coach Division; R. O. Daughters, Virgil Division; J. M. Williams, Manager M. A. Chamberlain, Coach Division; H. E. Spring, P. P. Patterson, Virgil Division; N. H. Gilmore, Wilshire Line; W. S. Henderson, Virgil Division.

At 1:30 P. M.: R. H. E.  
 Div. One ..... 140 000 022 0—9 12 7  
 Div. Four ..... 305 000 010 1—10 11 5  
 Batteries: McDonnell and Smith; Vance and Hancock.

Hedrick, third baseman for Division One, made a three base hit in the second inning scoring Dorsey and Smith. Green singled to bring in Hedrick and Sears, short stop, followed with a three base hit to score Green.

Dent, first baseman for Division Four, knocked a homer in the third inning scoring Hancock, Hicks and Baudisch.

Smith of Division One made a three base hit in the fourth inning but failed to score.

Dorsey, right fielder for Division One, made a three base hit in the ninth scoring Sears and Means.

Vance made the winning score for Division Four on a single by Hancock.

#### May 31st

At 10:30 A. M.: R. H. E.  
 Div. Three ..... 300 000 020—5 10 3  
 Div. Five ..... 000 100 200—3 4 6  
 Batteries: Wankier, Woodward and Barnett, Martin; Beale and Ryan.

The pitchers on both sides played an airtight game.

Smith, center fielder for Division Five, scored on a single and an error in the fourth inning.

Seale, Division Five's first base-

man, made a homer in the seventh inning scoring Beale.

Woodward of Division Three made a homer in the eighth inning scoring Martin.

At 1:30 P. M.: R. H. E.  
 Ver. Yard ..... 230 104 917—27 19 1  
 Div. Four ..... 011 200 101—6 10 11  
 Batteries: J. Saiza, Salcido and Quihuis; Vance, Archer, Lipsecomb, Wells and Hancock, Bell.

Sal Manriquez, second baseman for Vernon, made a three base hit in the first inning and scored on a single by Hughes.

George Manriquez of Vernon also made a three base hit in the first inning but failed to score.

Evans, second baseman for Division Four, made a three base hit in the second inning and scored on a sacrifice hit by Hancock.

Hipes, Division Four first baseman, made a three base hit in the third inning scoring Baudisch. Hipes failed to score.

Carrillo, short stop for Vernon, made a homer in the seventh inning scoring Sal Manriquez.

Lipsecomb, short stop for Division Four, made a homer in the ninth.

#### LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard .....	6	1	.857
Division Three .....	6	2	.750

Division One .....	4	3	.571
Division Five .....	3	4	.429
Division Four .....	3	5	.375
Coach Division .....	0	7	.000

## Baseball Echoes

By L. B. MEEK

President, Baseball League

Everyone who missed the games of May 31st really missed thrillers.

The first game between Division Three and Division Five was a pitchers' battle all the way, with Division Three being the victors by a score of 5 to 3.

Smith and Seale of Division Five each got home runs, accounting for all their runs.

Pitcher Woodward, who took up the pitching duties for Division Three in the seventh inning, connected with a homer in the eighth inning with Martin on base, which proved to be the winning hit of the day.

One of the most sensational plays was a catch by Outfielder Triboulet of Division Three when he caught a long foul ball in his bare hands as he fell to his knees. The umpire failed to see the catch as it was made and ruled the ball a foul, thinking Triboulet had caught the ball on the bounce.

## Square and Compass

The May meeting of the Square and Compass Club was held on the 16th at Skully's Cafe, where a generous number of the membership gathered together for their monthly dinner and entertainment. And, judging by the popularity of the above mentioned place of meeting, your news commentator ventures a guess that the June meeting will be held at the same location.

To let this issue pass without mention of our vaudeville show of June 6 just wouldn't be right. We believe on that date it was the finest show in Los Angeles. A huge crowd packed the Patriotic Hall for this event and after it was all over left with a feeling of having been more than repaid for their efforts to attend. President William H. Morgan and our Entertainment Committee, composed of Dan Johnston, Chairman, Harold F. Nelson and J. H. McCornack, wish to express their appreciation to the Club members and their many friends who made this show the great success that it was, both in pleasure and profit.

Now for the low down on the highlights of the May meeting.

Let's begin with a news flash so bright it has to be read through smoked glasses. Got 'em on? O. K., here it is.

According to a late news bulletin just released through the courtesy (\$10.) of one William M. Morgan, the much talked of wedding of our popular ex-bachelor, Jack Wilson, took place at the little Cathedral on Plaza Square. Because of the absence of Brother O'Wilson at the last meeting this report could not be verified. But seriously now, Jack, know that all the members of the Club send to you and Mrs. Wilson (Frances Jane Petty) their sincere wishes for a most happy and successful married life.

The name of Lloyd B. Yeager is mentioned because of his loyalty to the Club and his jovial personality. We are saying nothing of the fact Brother Yeager took a cocktail fork from his left coat pocket on arriving home.

Rex Guignard, A. M. Cook, and Charley Harwood each took a bow.

President Bill openly complimented D. E. Fletcher on his splendid regularity in attendance.

Dan Johnston, popular Master of Ceremonies, took things easy for a change when he had the Entertainment Committee carry out its program in its own way.

It has been suggested that before Entertainment Committee Chairman Dan Johnston introduces a member who he says has not attended a meeting lately he find out first if that

certain member is a regular attendant or not.

After blanketing their Birneys for the night, F. W. Lockett and Charles P. Moore made a hurried trip to the meeting.

Smiling Past President Oscar Elrod made an unsuccessful attempt to leave the meeting with pockets filled with salted crackers. Next time, Oscar, just bring Polly along.

We saw Charles Hardy (Poop Deck Pirate) busily engaged in enjoying himself.

That Hillbilly music brought on an almost fatal potion of homesickness to hard working Harold Nelson.

Pardon us for mentioning it, but have you paid your 1936 dues to Joe Steenrod, our busy Secretary?

Well, for Pete's sake, look what just came over the wire! Skipper Les Sparks, clubman, sportsman, and well to do boat owner, shortly after having set out for beautiful Santa Catalina Island from his special boat anchorage at the mouth of the Los Angeles River, was suddenly surprised to find he had lost the steering wheel to his speedy new cruiser the "Sand Flea."

After drifting aimlessly about for some time he was forced to seek the assistance of a passing Chinese junk that towed him back to port. He had a party of friends along when this incident happened, and, along with a healthy sunburn, was the Skipper's face red? Do you get what we mean?

Herb Peterson, newly appointed Swedish Consul, when called on by President Bill to speak a few words in his own native tongue, smilingly rose and expressed a desire for solitude (a la Garbo). The unique eloquence of this strange but true son of Sweden was almost refreshing.

On Tuesday evening, May 26, at Angeles Mesa Lodge, Captain Phil Klingelsmith and the Club Degree Team conferred the Third Degree on Earl F. Newhard of Division Four Mechanical. A good sized crowd was on hand and a pleasant time was had by all. Congratulations to Brother Newhard.

Be sure to make yourself known to the following new members: Charles Shelton, Guy C. Parson, J. W. Scantlen, Robert Schmayr, and A. S. McFarland.

HOWARD F. BABB, *Scribe*

## For Sale

**Winchester Model 52-22 Cal. Target Rifle.** Special front sight and sling, \$25.00. **Lyman Telescope Sight,** \$25.00. **Spotting Scope with stand,** \$12.50. **H. & R. U. S. R. A. 22 Cal. Target Pistol,** \$12.50. **Shooting Coat,** size 42, \$2.50. All above like new. Mrs. Ryan, Station 328.

## Bull's-eyes and Misses

A correction is in order. Last month it was stated that the LARY Silver Bullet Team won first place but a final check up of scores shows that Centinela Springs Revolver Association Team No. 1, took first place with a score of 1278, LARY Silver Bullets next with a score of 1250, Bank of America 1213, Inglewood Police Team 1177 and Hawthorne Police 854.

LARY Team was made up by Brewer and Garner from the Coach Division, Herring from Division Five, Youts from Division One, and MacMillan from the Electrical Department. Brewer was high man with a score of 263 and Youts was low with 227, which is remarkable considering it was the first match for Youts.

The Los Angeles Railway Rifle and Pistol Club was accepted into the Association at its meeting on May 18th and will be known as the LARY Division with Les Sparks as Secretary and Denton Garner as Executive Officer in charge of matches and team of our Division.

The third Monday of each month was chosen for regular meetings, time set at 7:30 P. M. and place is Veterans' Hall, Centinela Park, Inglewood, Calif.

We have two matches lined up for June. On the second Sunday, June 14, there will be three teams composed of ten men each to shoot any gun. At this event we will compete with The Goodyear Tire and Rubber Team and The Los Angeles Motor Coach Team. On the fourth Sunday, June 28 we will have another hard fought battle between the First Chinese Team, Torrance Police Team, L. A. Post Office Team, Centinela Springs Team No. 1 and LARY Silver Bullets. If you like to smell powder smoke come out to any of the above contests.

Our regular Silver Bullet Team men are Brewer, Garner, Herring, Denis and MacMillan. We still need two substitutes who can guarantee a score of 240 with an average of 255 and a general practice score of 260. Men who will stick to the team and be at the range every fourth Sunday.

At the regular monthly meeting of the Los Angeles Railway Rifle and Pistol Club, held May 28, it was decided that all dues paid for 1936 would be refunded and the balance left in the treasury would be prorated among those members in good standing, that is with dues paid until December, 1935. Before this can be done we will have to get a clearance from the U. S. Government on the rifles and other equipment furnished us. We will also divide all ammunition on hand.

LESLIE F. SPARKS, *Secretary*



# Annual Report of Personnel Department

In order that all employes may be advised of some of the benefits received through the Employees' Benefit Fund Plans, following are some of the activities of the Personnel Department during the fiscal year ending February 28, 1936.

During this period there were thirty-six deaths, and only one was not covered under our Group Life Insurance Policy. A check of the payment of these claims to the beneficiaries shows that a majority of the claims were paid within two to four days after death.

Over a six year period there were 195 deaths among the employes, only four of whom were not covered by the Group Life Insurance.

Following is a list of the employes who died during the last fiscal year:

L. F. Pruitt, Flagman, Transportation Department,

W. H. Roper, Motorman, Division Four,

Elmer Green, Watchman, Mechanical Department,

Louise Ashley, Stenographer, Claim Department,

C. H. Walkinshaw, Flagman, Transportation Department,

G. W. Lane, Paymaster and Assistant Secretary and Treasurer,

J. R. Walker, Service man, Garage,

G. W. Lee, Flagman, Transportation Department,

M. Davis, Janitor, Garage,

L. Burnett, Motorman, Division One,

W. O. Lambertson, Special Roll,

H. Gravitt, Motorman, Division One,

M. Rocha, Subforeman, Way and Structures,

F. Kessler, Motorman, Way and Structures,

J. L. Leggett, Special Roll,

G. F. Block, Special Roll,

W. Matthews, Special Roll,

L. B. Larson, Operator, Motor Coach Division,

C. Hogan, Motorman, Division Four,

J. W. Gilliland, Carpenter, Mechanical Department,

I. R. Tilton, Safety Operator, Division One,

F. N. Goodman, Special Roll,

S. E. Knowles, Transfer Table Operator, Mechanical Department,

W. A. Pilcher, Conductor, Division Five,

C. L. Hanson, Information Man, Transportation Department,

W. S. Campbell, Special Roll,

W. L. Williams, Special Roll,

J. L. Smith, Motorman, Division Three,

A. M. MacKensie, Conductor, Division Four,

W. E. Hancock, Special Roll,

C. D. Fisher, Special Roll,

A. W. Horton, Conductor, Division Four,

F. S. Holland, Conductor, Division Five,

M. C. Aspinwall, Conductor, Division Five,

J. A. Simpson, Watchman, Engineering Department,

J. Whitehouse, Sr., Lineman, Line Department.

Under the Group Sickness and Accident Insurance during the last fiscal year, there were 991 employes who received benefits, and all claims were paid promptly, unless delayed through lack of proper medical evidence.

During the last fiscal year, there were 507 employes treated for occupational injury, 23 of whom required hospitalization, which represented 339 hospital days. Under the Medical Plan during the same period, there were 3,154 employes treated for sickness and 357 for non-occupational injury, making a total of 3,511. Of this number, 172 required hospitalization which represented 1,922 hospital days.

Under the Wives' Death Benefit Fund for the last fiscal year, there were thirteen wives' deaths, the beneficiaries being paid a total of \$5,712.00 or an average of \$519.28 per death. During the last six years, there were 94 deaths among the wives, with an average cost to the employe of \$3.92 per year.

If any employe is doubtful of the value of membership in any of the above benefits, all he needs to do is ask some of the employes who have received benefits or the wives of some of the employes who have passed away, and he will be quickly assured that the cost is very small compared to the benefits in time of sickness and death.

## Notice To All Employes

The wife of Roy E. Newmark, Clerk, Auditing Department, died April 17th. Mr. Newmark was paid approximately \$550.00 under Wives' Death Benefit Fund Assessment No. P-96.

\* \* \*

The wife of T. H. Peterson, Motorman, Division Four, died May 17th. Mr. Peterson was paid approximately \$550.00 under Wives' Death Benefit Fund Assessment No. P-97.

\* \* \*

The wife of John McKeown, Motorman, Division Four, died May 21st. Mr. McKeown was paid approximately \$550.00 under Wives' Death Benefit Fund Assessment No. P-98.

\* \* \*

Deductions were made on payrolls ending April 30th and May 31st.

R. A. PIERSON,

Superintendent of Personnel

# TWO BELLS

Published monthly for the  
employes of the  
Los Angeles Railway

JANET C. McNEILL  
Publicity Manager and Editor  
200 Los Angeles Railway Building

Vol. XVII

June, 1936

No. 6

## Journey's End

Albert Byron Conway, of the Special Roll, passed away May 26th. He was born in Quakertown, Pennsylvania. He was employed by the Company as a conductor at Division Five on November 30, 1909 and was placed on the Special Roll February 26, 1930. Mr. Conway was a member of the F. & A. M., Angeles Mesa Lodge No. 525, Los Angeles. He is survived by a daughter.

\* \* \*

Conductor Ralph Wesley Davis, of Division One, died May 28th. He was native of Preston, Idaho and was a member of Masonic Mountain View Lodge No. 119, at Reed Point, Montana. Mr. Davis was employed by the Company as a conductor December 2, 1934. He is survived by his widow and four children.

\* \* \*

William Harvey Blakeley, Motorman at Division Five, passed away May 28th. He was born in Chicora, Pennsylvania and came to work for the Company as a motorman on September 2, 1920. He was a member of the Spanish War Veterans No. 9, at Los Angeles. Mr. Blakeley is survived by his widow.

\* \* \*

Frank Harrison Putnam, Watchman in the Way and Structures Department, passed away May 29th. Mr. Putnam was a native of Buda, Illinois, and came to the Company as a Chainman on September 26, 1910. He was appointed Watchman June 22, 1925. Mr. Putnam is survived by his widow.

## Appreciations

Letters of appreciation for sympathy extended and for beautiful floral offerings during their recent bereavement have been received by the Company from: Roy E. Newmark; T. H. Peterson and sons, Cyrus and Ralph; John McKeown and Family.

# News from Our Sick Folks

By R. A. PIERSON  
Superintendent of Personnel

During the month of May there were 13 employes confined to the California Hospital which represents 138 hospital days. The cost of the hospital service was \$870.00

G. W. Coulter, Motorman, Division Five, who has been on the sick list since April 1st, is improving slowly.

A. Miller, Traffic man, Transportation Department, who is at home confined to his bed on account of illness, is improving and will probably be up and around soon.

A. O. Roman, Car Repairer, Division Three, Mechanical Department, was struck by an automobile May 4th and sustained a fractured jaw. He is now home from the hospital and doing as well as can be expected.

J. E. "Tex" Bourland, Motorman, Division Five, who is in the hospital, is improving very slowly. He has been a very sick man but even at that, you will get a rise out of Tex if you tell him you can beat him at a game of pinochle. Tex, we are all pulling for you.

G. E. Mauby, Electrical Repairer, Mechanical Department, was taken ill while at work recently, and it will probably be some time before he will be able to get back on the job.

H. Yardley, Conductor, Division Five, who has been on the sick list since the middle of May, is improving.

O. E. Wilson, Conductor, Division Five, fell and injured his shoulder. He is getting along nicely.

G. D. Livingston, Motorman, Division Four, has spent some time on the sick list. The latest report is that he is gaining strength.

M. F. Kelsey, Motorman, Division Three, who has been on the sick list since March 11th, remains about the same. He will probably have to have another major operation.

H. E. Wooden, Conductor, Division One, who suffered a back injury some time ago, is improving.

C. J. Simmons, Derrickman, Way and Structures Department, seems to be improving but such cases as his are very slow, at least the patient thinks so.

A. Bauman, Motorman, Division Three, is improving slowly, and we hope that he may soon return to work. He feels that sixty days is a long time for an active man to be laid up.

T. V. Masterson, Conductor, Division One, has been on the sick list since the middle of May. He is improving. He is also having some dental work done.

R. C. Robson, Flagman, Transportation Department, who has been ill since the first of the year, remains

about the same. Some days he feels better and some days worse.

D. E. McKinney, Conductor, Division Five, had the misfortune to have the ends of two fingers taken off recently while doing some work at home. His injury is healing nicely.

S. A. Ackerman, Car Cleaner, Division One, Mechanical Department, who was injured last December, now has influenza. However, I do not believe it will delay his return to duty.

C. O. Mitchell, Motorman, Division Four, was rushed to the hospital and operated on for appendicitis. He is getting along fine now and will soon be out of the hospital.

W. E. Marsh, Conductor, Division One, who was struck by an automobile April 9th, is improving. He has discarded his crutches and now gets out and around.

A. Brumet, Motorman, Division Five, spent a few days at home taking care of a bad cold. The latest report is that he is up and around the house.

F. W. Reynolds, Conductor, Division Four, has been sick since the middle of April. There seems to be some improvement. (We might suggest a reducing diet, how about it Frank?)

P. C. Briggs, Conductor, Division Five, has been on the sick list for about two months. He is greatly improved, but does not think he is quite ready to return to work.

J. Piedra, Welding Laborer, Way and Structures Department, has been very ill with pneumonia. He is on the road to recovery.

S. Contreras, Oiler, Way and Structures Department, who has been on the sick list since the first of April, is feeling a little better.

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

During the month of May, there were 113 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## Track Reconstructed

The Way and Structures Department is reconstructing the tracks on East Seventh Street between Alameda and Mateo Streets. The old 72 pound 6 inch rail is being replaced with 116 pound girder rail.

## Foremen's Club

The regular monthly meeting of the Los Angeles Foremen's Club was held Tuesday evening, May 19th, in the Army and Navy Club banquet hall at 1106 South Broadway.

The program consisted of a chicken dinner, after which a very interesting talk was given by Miss Leatrice Joy, a newspaper representative from Boston, Massachusetts, describing how she left Boston, on a wager, without either money or credentials, driving an automobile, to make her way to Hollywood.

Another interesting item was the moving picture and description called "Man's Conquest of the Air", given by Mr. Zeno Klinker, in which was shown the progress of aviation from the time the first moving pictures were available.

If anybody entered that room with a long face he certainly had some angular wrinkles in it when he left.

The next event will be the regular annual field day at the Uplifter's Polo Club on Beverly Boulevard near Santa Monica, Saturday, June 20th.

Any of you foremen who don't belong had better fall in line if you don't want to miss any more of these good times, and those of us who do belong know you don't.

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

## Births

Motorman G. S. Mattern of Division Four reports the birth of a winsome baby girl at his home on May 7th. The little lady weighed seven pounds and twelve ounces and has been named Betty Lou. Our best wishes to you and yours, G. S.

\* \* \*

Conductor E. E. Smith of Division Four also proudly announces that a sweet baby girl arrived at his home on May 8th. The little one weighed seven pounds and has been named Donna Marie. Congratulations and best wishes, Daddy Smith.

\* \* \*

C. A. Boeving, of the Sixteenth Street Coach Division, announces the birth of Charles Lewis Boeving, seven pounds and three ounces, at the Mission Bell Hospital, Bell, California on May 10th. Both parents are doing well.

\* \* \*

Mr. and Mrs. M. A. Martel are celebrating the arrival of a daughter. The new baby was born on Saturday, May 18th. Mr. Martel is a Virgil Coach Division Operator.



# Division One

H. N. COLE

Don't we envy this Conductor, J. A. Parks? He is taking thirty days off and will spend it all fishing.

Conductor J. H. Stanley has been granted a thirty day leave during which time he will explore Grand Canyon and Carlsbad Caverns.

Conductor L. W. Martin is visiting his mother in Iowa. He will be back at the end of five weeks.

### Weddings

Wedding bells for Safety Operator L. B. Duncan. He and Miss Lillian A. Huber were married on May 3, 1936.

Motorman R. D. Murphy and Miss Emily Denis were united in the holy state of matrimony on April 27th.

Motorman L. G. Nethersole, equipped with a new and elaborate fishing outfit bought for the occasion, and his Conductor, R. I. Woodson, set out for deep sea fishing. Nethersole, he who has sailed the seven seas and has experienced many a storm at sea with no disagreeable results, naturally had a feeling of immunity. Little did he think that all the seasickness that should have been his in years gone by would assert itself on this day of pleasure. He spent the entire day with his head hanging over the rail communing with the fish, which were there by the thousands but none were caught, and the reason is obvious, they weren't hungry.

Little Patricia Green had been permitted to play with a neighbor's child, provided she would be home by five o'clock. A few minutes after five, Patricia, who is eight years old and the daughter of Motorman C. E. Green, came running in all out of breath and exclaimed, "Did I make my time point, mother?"

Motorman H. A. Axtell has returned to work after being off on sick leave for several weeks. He says that he lost forty-six pounds while off, and was compelled to have his clothes altered before he could come back to work.

As usual Clerk Charlie Farrah is the first of the office force to take a vacation. He left last Saturday with an open mind as to his destination. Said he would make up his mind after he started away. Motorman Goodrich received a letter from him that was postmarked away up north, so evidently he has decided where he is headed for.

At this writing Conductor F. P. Behnke is in the hospital for an operation. Here is hoping he will soon be out as good as new.

Conductor C. E. Stevens, who has been off for almost two months on account of a major operation, has returned to his post.

Motorman A. J. England is back on the job, after being confined to his home on account of a severe case of flu.

Conductor H. I. Frey is off at this time, nursing a case of throat trouble, and is

able to eat only liquid food.

Motorman J. McFarlane is able to drop around the Division occasionally, and is hoping to be able to return to his duties in a few weeks. He has been under several operations during the past several months and has had a pretty tough time.

Motorman M. A. Kilgo took another trip to San Diego last week end, just for the drive.

Switchman Chester Hill is on an extended trip to Michigan. He expects to be away for almost three months, just driving and resting up.

Motorman D. A. Nylander is taking a twenty-eight day trip to Michigan.

Conductor L. Thornhill is visiting relatives in Oklahoma, where he will remain for thirty days.

Conductor Jack Boehm is driving his new Dodge through Arizona and New Mexico. He will be away for about thirty days.

Motorman C. M. Long took a week off for a trip to Grand Canyon and Boulder Dam.

Motorman G. V. Henderson will be away for fifty-one days visiting relatives in Kansas.

Motorman P. H. Thompson, with his family, took off for a thirty-six day trip up north. They will first visit his wife's relatives in Oregon, and then jump over to Idaho where they will spend some time with his relatives.

Conductor P. S. Brezniak is on his way to Boston, Mass., where he will visit his mother. He will take in all cities of importance on his way and will be away thirty-one days.

Motorman A. J. Thomas is off on a forty-five day vacation. He will visit relatives in Illinois.

Conductor C. H. Johnson is taking a thirty day trip to Mississippi, where he will visit friends and relatives.

During the month Motorman Bill Herman took ten days off, and spent the entire time driving his V-8 here and there and everywhere.

Motorman G. L. Stoddard took a ten day trip somewhere, or perhaps he stayed at home—any way he was off for ten days.



# Division Three

L. VOLNER

Clerk Harry Gilmore was displaying a beautifully colored optic the early part of the month, and it was not necessary for him to furnish an alibi as to how he secured it. En route home from his daily duties he trustingly approached several baseball fans who were getting the feel of a few bats that had been recently purchased. Unintentionally one of the wielders swung around without warning, contacting Mr. Gilmore who, although dazed for a few moments, emerged from the encounter slightly dizzy but not badly mutilated. Harry says in the future he is going to wear a baseball mask for self-protection.

Uniform Inspector E. C. Molster is sporting a brand new Buick Eight.



Leamon and Mary Evelyn. Wouldn't you like to have them? This handsome little fellow and his adorable sister are the children of Conductor L. E. Lick of Division Three.

It is rumored that nineteen disciples of Isaac Walton recently took a trip out of San Diego on a sea-going excursion and eighteen and one-half of them were sick before the boat left the dock.

Those who are always afflicted with itching feet along about this time of the year are rapidly coming forth and requesting leaves of absence for from two weeks up to sixty days. Some of those already listed follow:

Motorman A. D. Kinsey and wife have secured a thirty day vacation which will be spent in various points of Kansas, and a sick relative will be visited while on the trip.

Operator J. A. Martin wants two weeks along the latter part of June to see the sights of California. His family will accompany him on his journeys.

Motorman D. H. Evans and family will do some fishing the latter part of the month up in the High Sierras.

Motorman C. H. Hobaugh and family are now en route to points in Indiana, for several weeks, to visit relatives.

Motorman J. P. Dewey will be away several weeks visiting relatives in Michigan.

Motorman C. T. Morgan and family are going back to their old home in Kansas for a thirty day visit.

After some delay and much argument, Supervisor Perry, of the "5" Line, accompanied by his wife and daughter, has gone back to their old home in Tennessee. Mr. Perry wanted to make the trip on his horse and has been working very faithfully all spring trying to get the animal in the best of shape, staking him out each morning where the wild oats were the thickest. But Mrs. Perry and daughter wanted to make the trip, too, and they knew the horse could not take the three of them in the family buggy so,

after much persuasion, Mr. Perry was induced to make the trip in that new Chevrolet. We know they will have an enjoyable time.

Motorman J. D. Messick and wife will spend several weeks visiting relatives in Oregon.

Motorman A. Johnson and family will spend two weeks in Sequoia.

Motorman W. T. Skinner and wife will soon be en route to Canada for a several weeks visit with relatives.

Motorman F. M. Newell and wife are in Utah visiting relatives.

Motorman O. W. Willits decided to see the natural beauties of Sequoia for two weeks.

Conductor Z. T. Monroe thinks his old home in Texas will look pretty good for about a month.

Conductor W. H. Quibell and wife, accompanied by his father, will spend several weeks visiting friends and relatives in Iowa and adjacent states.

Conductor A. C. Stover and wife are in Oakland visiting friends.



Dora Rae Wankier, 13 months old daughter of Conductor and Mrs. L. Wankier of Division Three.

Conductor J. H. Demaree and wife will visit friends and relatives in Colorado for several weeks.

Conductor J. P. "Stucco" Fleming and daughter will spend sixty days visiting relatives in St. Louis, Missouri.

Conductor W. D. Potts and family will visit relatives in Little Rock, Arkansas for sixty days.

Conductor S. T. Wride and wife are making a real trip this summer, going up into Alaska for a sixty day stay.

The old lover of the briny deep, Foreman Robert Reid, has already made two trips with friends out on the bosom of the broad Pacific, and he is eagerly looking forward for the weeks to come when he will be able to spend his summer vacation out where the fishes play.

Most of our men go to the ocean on their fishing trips, but not so with Conductor Ira Gott. Recently Mr. Gott and wife, Conductor Parson and wife, and that old fishing partner ex-Conductor M. S. Fury and wife, went fishing on the East Fork of the San Gabriel River. The score: Mr. Fury—0; Mr. Parson—1; Mr. Gott—15.

After several weeks vacation, Conductor C. E. Dunlop has returned to duty.



Prize Winners. These handsome little youngsters, Anna Lee, 18 months of age, Milton, 2 years and 7 months and Kathleen, 4 years and 3 months, are the children of Motorman A. Argue of Division Four.

At a recent Baby Show at Exposition Park where hundreds of babies, parents and admiring friends gathered to celebrate American Child Health Day, little Anna Lee was awarded a red ribbon for a health score of 97.50 per cent. Milton topped the baby's rating with a score of 98.10 and received a blue ribbon. Kathleen, not to be outclassed by her little brother or sister, piled up health points that totaled 97.75 and collected a red ribbon.

In view of the fact that the highest scoring babies missed perfection by 1.4 per cent, the records of the Argue children were considered excellent.



C. J. KNITTLE

As a preliminary to the regular news notes, I would like to remark that the Division Four Transit Employees meeting on May 8th was a rather spirited affair and was very well attended.

For the benefit of the newer men in the service, Governor S. T. Cooper first gave a comprehensive description of the Trial Board, why it was created, who the members are and how the Board functions.

Governor Cooper then gave us some advance information about the Transit Employees barbecue which will be held sometime in August.

The question of new schedules on certain lines was then discussed. Governor Cooper had only a few definite facts to pass out but the men appeared to be well pleased.

The next subject for discussion was in regard to the profit which conductors and operators are permitted to deduct from the sales of Weekly Passes. The question was, "Shall the present system continue or should all Weekly Pass money be turned in and the profits pooled and distributed evenly once a year to all conductors, operators and motormen?"

Many good arguments, pro and con, were offered and then a straw vote was taken. Only conductors and operators

were permitted to vote. Seventy-one voted in favor of having the money distributed evenly and four voted against it. A secret ballot will be taken at all Divisions by the Company in the near future.

Then came the entertainment, an icy-hot movie program beginning with a news reel of a midwinter carnival in Banff, a community in Canada. That was the icy half.

The warmer half was equally interesting and apparently has had a great moral effect on some of our men. They've quit tomcatting around at night. Yes siree, folks, they are going to night school now, learning to be radio technicians.

\* \* \*

If Diogenes, who carried a lantern day and night, searching for an honest man, was still wandering around today his quest would be ended, for no man could be more honest than Conductor A. S. McFarland of Line "P."

One Sunday, recently, Mac had an extra-motorman—a man with very little experience—on his run and they were late nearly every trip. On several trips the following "P" car trailed closely behind.

Finally relief time came and in figuring up his sheet for the day Mac found that he had sold twenty more Weekly Passes than he had sold on previous Sundays on that run.

About that time the conductor of the car that followed him came in and Mac asked him if he had sold as many Passes that day as on former Sundays.

"No, I sold about eight or ten less than I usually do", he replied.

"Then I wish you would accept this fifty cents from me", said Mac, handing him a half dollar. "I couldn't avoid carrying some of the passengers that ordinarily would have boarded your car but this will reimburse you for the profit you lost on Pass sales."

\* \* \*

The deepest sympathy of Division Four trainmen was extended to Motorman T. H. Peterson whose wife passed away on May 17th.

We also regret to report the death of Mrs. Agnes McKeown, wife of Motorman John McKeown, on May 21st.

Motorman W. C. Thorman, who suffered a fractured finger while catching for Division Four Ball Team in their game with Division Five on May 3rd, left for Phoenix, Arizona on May 5th to spend part of his sick leave at the home of his mother.

Motorman C. F. Wheeler has been granted thirty days leave to drive to Staunton, Illinois to visit relatives.

Motorman C. W. Boyer is sporting a new Chevrolet with a radio 'n everything.

Conductor G. E. Barnes is spending a six weeks leave driving to Iowa and Kansas. Mrs. Barnes, of course, is participating.

Conductor Andy Lynn has quit us. He's a mail carrier now.

Motorman C. H. Hadley is not much of an animal trainer. One day recently Hadley went to a neighbor to buy some plants. The neighbor's dog rushed up behind and bit him painfully. Hadley had to go on the sick list. To stand and op-

erate a car for eight hours was too strenuous and sitting down, in Hadley's case, was impossible.

Motorman W. A. Pilon spent seven days leave visiting W. D. Billips, a former motorman here, who is on a ranch at Paso Robles.

Motorman C. J. Jackson spent a seven day leave at his cabin at Lake Arrowhead.

A fishing party in which Motormen W. A. Brucher, R. H. Thomas and Conductors W. E. Kitts, E. B. Hodges, N. C. Rupe and Clerk Frank Ervin participated on May 24th, returned with eleven yellowtail, twenty-five barracuda and one white sea bass. Ervin also got a cholly horse in the left arm from fighting the yellowtail.

Line shake-ups were held on Lines "3" and "D" on May 6th. Two runs were added on the "D" and three were added to the "3".

The Division Four Soft Ball Team, unfortunately, lost their first three games but, we must say, they are still going strong and should pile up a few wins in the near future. Pitcher O'Malley and Catcher Lagottola are doing excellently, and from all appearances the team should soon be in shape to give their opponents some real competition.



Rodney Keith  
McFaul, age 2  
years, son of Operator Abner Charles McFaul of 16th Street Coach Division.



CHARLES H. HARDY

A bouquet for Salesman Sam Singer, who is believed to have sold more tickets to the Baseball and Basketball Dance than anyone else.

G. L. Russell, who is on the Beverly owl, is studying law through La Salle. Some of the boys say he may take over the Claim Department before long.

Paul Brakebill answers to quite a variety of names, but we understand he is most affectionately called, Tubba.

P. Snider, B. Kirk and Al Brehm have new Ford V-8s—M. Chamberlain a new Pontiac.

After working nights for four years C. B. Moore has apparently developed owl eyes. He was discovered driving down Hill Street at high noon with headlights burning brightly.

W. R. Hatch, formerly of the Wilshire Line is now cruising Washington Boulevard, a radio cop.

H. M. Delaney is just another of those happy mortals who gets sunburned.

L. Abe Lincoln makes safety stops now.

We understand that Johnny Sherwood is selling ancient cars that used to belong to a little old lady in Pasadena.

A picture showing Frank Brattan buying a Charity Ball ticket from a movie star was published in the morning papers.

Geo. Geohler expects to be invited to a duck dinner. He raises ducks and has quite a time watering them as they are never up when he goes to work.

When a lady passenger, riding his beach bus, claimed she had given him 50 cents, C. G. Fenderson, Jr. remembered that the passenger was always right and gave her 25 cents change. After getting off the bus the lady discovered her mistake. She had only given him a quarter instead of a half. She mailed 25 cents to Fenderson next day. Believe it or not!

We have not heard much from Jimmy Kresge since he fought a losing bout with that bottle of ink.

Anyone wanting expert care for kittens see Lehnhart and Kelley in the Coach Division Office.

It seems that J. Choner likes Alvarado on account of the blondes.

Al Brehm had a couple of boisterous witnesses to the fact that he ignored the invitations to a social call just east of the old laundry.

John Elek claims to be quite a linguist, that is, he speaks more than one language. Some time ago a couple of ladies riding his Coach talked about him, saying uncomplimentary things in a foreign language. John promptly startled them by thanking them for their remarks in their own lingo.

Tennis gatherings for Coach men are being held at Harvard Playground on Tuesdays between 4 and 6 p. m.

It is reported that Geo. Geohler may trade his Dodge for a Ford.

H. Sweet tried out his Ford on a trip to Boulder Dam recently. Near Victorville he shot a good sized rattler. He enjoyed the trip and brought back snapshots.

Mullins is taking in Childress. They will be back by the Fourth of July.

Conductor N. A. Matlock got an early start and came back a little earlier than expected, but he had a very nice time in Denver, Colorado.

Conductor Floyd Bowles took off sixteen days and drove back to visit friends and relatives in Twin Falls, Idaho.

Motorman J. W. Lewis took two weeks off and rested up at home.

Conductor Bobby Warner spent his two weeks at home and around the various beaches.

Conductor W. J. Beerman is off for one month and is driving back to the old homestead in Cincinnati, Ohio.

We are sorry to say that Motorman L. W. Beck was called back to Kansas City, Missouri, on account of his mother's serious illness.

We are very happy to hear that Motorman "Tex" Bourland has improved quite a lot, and here's hoping that it won't be long before we hear him banging his fist down on the pinochle table as of old. It seems awful quiet around here without Tex.

Conductor A. W. Pinkel, who transferred to Division One a short time back, is back with us again, having traded with Conductor T. D. Gennusa, who originally came from Division One.

We are glad to see Motorman Ed Kasal back on the job after a long illness.

We haven't any first hand information as to how it happened but we understand that Conductor D. E. McKinney met with an accident and had one of his fingers cut off.

Motorman R. L. Wulfert, who transferred from Division Three recently, has resigned, having entered the postal service.

Conductor P. L. Eyanson also resigned to take up other work. We wish both these boys the best of luck in their new ventures.

We also wish Conductor R. E. Hebert the bestest of the bestest, he having resigned to take a position in San Luis Obispo with the United States Highway Department.

It seems but a short time ago that our old friend and coworker, Morris Marsh, passed on, but now it is our sad duty to record the passing of his daughter, Margerie.

Many of us, having known her since childhood, mourn her loss. She was always cheerful, considerate and practical and possessed of rare wit. Margie is going to be sadly missed.

We extend our sympathy to her mother and her husband, Glenn Graham.



FRED MASON

Motorman-Operator George Stone provides the believe it or not item this month. George was southbound at First and Spring Streets about 8:30 A. M. when he espied an old gentleman headed for his car. He held the car for him and after he boarded the car he handed George a \$50.00 bill and asked him for change. George told the old gentleman that he was sorry but he could not change it and that about the only place he could get it changed was at a bank. The old gentleman said he knew that but he thought possibly one of the street car boys could do it before the banks opened. George got a good laugh, a real close-up of a \$50.00 bill, and a loss of a signal out of it.

Do you know that we have a real "Popeye" in our midst? Yes, folks, Motorman E. R. Anderson can take off "Popeye" so well that even a "Jeep" would not be able to tell the difference. Just recently a local newspaper held a competition at Redondo Beach for the best imitator of comic strip personalities. Motorman Anderson entered as "Popeye" and walked away with first prize.

Conductor George Case can go fishing more often than any three fellows put together, catch more fish than any six fellows, yet can show no more fish than a man who went golfing. We found out that he does nothing but surf fishing from early in the morning to late at night, sells his catch on the pier.

Vacation days are here and a lot of the boys are on their way. Conductor "Tex" Hiller and Conductor C. B. Mullins teamed up and left for Texas. Tex is going to visit the folks in Victoria and



Little Miss Marilyn Anne Zimmerman, age 2½ years, daughter of Motor Coach Operator Zimmerman of 16th Street Coach Division.

#### GARAGE

The boys of the Garage are getting new equipment. Ed Harrier has a new Dodge, E. Webb a new Plymouth, B. Jeffrey a new Ford V-8.

It seems that we still have a few boys who aspire to be fancy motorcycle riders. H. Perks' short fast ride terminated after he had passed clear through a board fence. He received a couple of small scratches.

W. F. Smith, from Division Five, is the new man in the Stock Room. We have his permission to call him 'Lil Abner.

Plain old-fashioned gasoline is good enough for McCurdy of the Stock Room. Butane gives him the jitters.

It has been predicted that 100 years from now Scotty's ghost will be seen prowling about on the greens at midnight with a lantern, still looking for that lost golf ball.

Extra—Coach Team wins a game—a month ago.

Tom "Corn" Juris is no longer obliged to make a fifty yard dash through all kinds of weather. He has moved the telephone booth into the house.

Some landlords object to dogs and some to children. When the landlady objected to A. L. Davis' pet machine shop he moved out. He is looking for a house that will fit the machine shop.

Just one of life's little tragedies. One of our young men decided that by reducing he might cause a flutter in a feminine heart. Imagine his grief when, after being on a meagre diet for some time, he weighed himself and found that he had gained weight!

We welcome several new men to the Garage. C. Walters from Division Five, who is a brother of B. Walters; Paul Sturm from Division Four, who is a son of John Sturm. We also have Willard Shank from Division One.

Ed Serabia always used to question the mentality of those who go out and get sunburned, but he got his share recently. His face afterward felt and looked like a ripe persimmon, then peeled off checked like an alligator hide.

It is reported that A. L. Davis traded his 1935 Ford for a 1930 Buick. This is not a misprint.

Ed Hall rushed back to Oklahoma recently where his father was seriously ill. Axle Eshelby started an economy program on rubber by using only three tires on the rear of the 100 type coaches.

According to the boys on the Third Shift, that salty yarn about the 90 mile gale in Catalina waters should win the belt.

We received a card from Jess Doerr who left the Garage some time ago to study pharmacy. He was in Albuquerque, New Mexico expecting to take the State Board examinations. We wish him the best of luck.

Several of the Garage men are on lengthy vacations. D. Ovard felt so good before leaving that he tipped the waiter across the street. H. Nordmark has left for the East and Williams is taking his place in the office. Others also on long vacations are J. Savage and A. Seyferth.

As a result of the continued depression O. Lewings, Wash Rack playboy, returned home to make both ends meet.



D. S. COBURN

The Club Trophy which is given to the winning Team of the Los Angeles Motor Coach Pistol Club was easily captured by the Mechanical Department in their recent competitive meet with the Operating Department. They are out to win it three times in succession, in which case they will have permanent possession of the trophy.

\* \* \*

#### Married

The prize news of the month was the announcement that our Day Cashier, known until recently as Mrs. Cunningham, has been secretly married since January 18th of this year to Frank Culver. We sincerely congratulate Mr. and Mrs. Culver and wish them much happiness and good luck.

\* \* \*

Operator K. F. Reid is on the sick list following an accident in which his right hand was broken.

Operator Charley Frevort is now driving a brand new Chevrolet sedan.

If anyone should see Supervisor E. B. Logsdon climbing along the rafters of the Garage, don't be alarmed as he will probably be looking for a loose sprinkler head for his newly installed sprinkling system in his yard at home.

Operator D. E. Walters has taken a leave of absence to return to Chicago primarily to obtain help for his daughter who is ill.

Supervisor Bill Terry (the mayor of Burbank) is proudly displaying a new Plymouth sedan.

Recently Fred Belcher was a visitor at Lou Herber's wood shop and while there he evidently tried to stop a circular saw

with his finger, but the saw refused to stop and Freddie is still nursing a very sore finger which was nearly amputated by the sharp toothed machine.

A few weeks ago Operator George Stanford took a party of his Boy Scouts on what was supposed to be a pleasant trip to Catalina Island, but it turned out otherwise as on their way across the channel their boat was disabled and they were adrift nearly all night before the Coast Guard boat located them.

A frantic S.O.S. call from some of the other boats that were making the trip was sent out when the boat that George and his party were on did not show up at Catalina, and it was picked up by the Coast Guard cutter. The Government boat took them aboard and made them comfortable after towing the disabled craft back to Los Angeles Harbor.

Operator Cliff Hay has succumbed to the ranks of new car owners and is now driving a very good looking Pontiac about town.

Recently one of our operators on Vine Street stopped to pick up a man who was slightly inebriated. The passenger boarded the coach and solemnly dropped his fare in the box and while the coach was standing waiting for the signal he made his way to the rear door and got off taking a seat on the bench that he occupied a few seconds previously, and dropped off to sleep very peacefully.



F. F. ROBEY

#### DIVISION ONE

The handsome big fellow you see around here at night time is Bill Shirk, who has been promoted to the mechanical crew. Congratulations on the promotion, Bill.

It is hard to keep track of the new men on the car cleaning gang. No wonder Billy Slade has lots of gray hairs. He gets a new man one week, the next he has been transferred to days, the Garage, Shops, or what have you?

Harry Swartz's score when playing pitch wasn't much to brag about, so he started playing cribbage again. His batting average is now about .001. Where's Elmer?

Harry White is booked for a trip to the hospital soon. He says it's for a tonsil operation, but we have our doubts. Harry happens to be Swartz's cribbage partner and it seems the load has been too much to carry.

E. F. Bond and his sister, Mrs. Dudley, desire to thank the employes for their beautiful floral offering and messages of sympathy, in their recent sad bereavement.

Vacation time is at hand again, so Two Bells should soon be getting news about that big one that got away. It happens every year.

Division One Mechanical's Soft Ball Team is now at the top of the League. They have had no ties, and have lost no games. Their games are drawing

higher than 400 people to watch them. We believe Nels Lane's advice is one of the chief reasons why the boys are going over the top. All the boys lack is someone to buy them uniforms and they are hoping to get them soon.

Our good friend Chris Christopherson dropped around to see us the other day. Come around a little oftener, Chris.

Al Wolpers now drives a new Dodge sedan. How do you do it, Al, have you got a gold mine somewhere?

### DIVISION TWO

Ralph Jones, Mechanical Inspector, left Los Angeles on the 17th of May with the Ford V-8 on his way to Tennessee and hoped to bring back his lady friend as Mrs. Jones. We had a card from him as he was going through El Paso and he said it was 110 degrees in the shade and no shade. He has taken a twenty-eight day leave of absence and will be back with us about the 15th of June.

P. W. Brown is the new Mechanical Street Inspector and will be pinchhitting while all the boys are taking their vacations which will last up into September.

Introducing Mrs. Julia O. Portor, the new relief cleaner, who now has steady work as the women's vacation time has started. Later there will be two other women added to help out during vacations.

Watchman George Morton has this month finished 30 years of consecutive service with this Company and says that after he gets in about thirty more, he may think of retiring.

"Bet-you-a-dollar-to-a-dime" Cohn is having his car equipped with a new trunk and rack, in anticipation of those vacation days that will soon be here. Sam will be ready.

### DIVISION THREE

H. Sparks started the ball rolling for vacations. He left for Kansas for thirty days.

G. Atkins has acquired a Chevy coupe now. More of an old couple's car.

Jessie Whitlow sure has a swell lip, etc. Says she fell down and hit it.

F. Rappe has another gang to break in on cleaning.

J. Wescombe bought a car from a used car lot for \$50.00 and it runs, so he says.

Ed Muse's feet are getting itchy now. He's going back east. First time in over twenty years, and he is going to drive a new Chevy back.

Yep, fishing time is here. The boys who went to San Diego got a good haul of yellowtail.

N. J. Hickerson has taken a three weeks vacation to visit friends in Oklahoma.

### DIVISION FOUR

A. B. Yerkes and J. M. Kunkle are two new additions to our cleaning gang. Glad to have you with us.

R. M. Ells has been transferred to South Parks Shops in the Truck Department.

P. W. Sturm is now on temporary duty at the Garage.

Clifford "Dan" Parker is now the proud owner of a Chevy sedan. He says there's

no comparison to the old Model "A" Ford.

That michievous look you see in the eyes of "Shorty" Johnston and Leland Lee is because their wives are back east on vacations. Be careful, boys.

Clarence Nokes is back at work after a quick trip to Kansas to visit his father, who is sick.

Foreman W. W. Aldrich and family spent an enjoyable week-end near Riverside.

Clyde "Mickey" Holland recently went on a sight-seeing tour to Boulder Dam and vicinity. He says it's well worth the trip.

### DIVISION FIVE

Alex Carmichael, who has been ill since October, called at the Division the other day.

Ralph and Bill Nokes have returned from a hurried trip to Kansas, where they were called to the bedside of their father. They received a telegram the next day after their return that he had passed away. We extend to them our heartfelt sympathy.

There are so many transfers being made at our place that it is a hard job to keep track of them all. We will only mention the old-timers. Paul Booth, Night Repairman, to Division Four, days; Conly Boen, Day Cleaner, to Night Repairs.

Benny Burgess is having a wonderful time now. He has a new Zenith radio. He says, "I get London Chimes every morning and evening around six."

Bill Elmsblad says that the reason he looks and feels so old is the fact that he is a grandfather.

Otto and his gang of "wood butchers" are redecorating the cleaner shack. The color scheme is simply gorgeous. It is fire brick red with lemon trimming. There has been considerable discussion on the method that they used in applying it. Some say it was "flowed on" (not throwed), others that it is "relief work", while the higher critics say it is just plain old daubed on.

We really believe that there is something mysterious going on over here. It looks as though we would have to call in the G-men to solve the case. We don't want to cast any suspicion on Basil Allen's word, nor have anyone else do it. We have every reason to believe that he told the truth when he said, "I loaned my shotgun to Jimmie James last summer and he has never returned it. I don't suppose he ever will." Now the question is, why not? We leave the answer up to Jimmie.

It has been our opinion that every man at this Division was in first class physical condition. Our belief was squashed the other day, while sorting time cards. Of course, we don't aim to tell tales out of school or to ridicule anyone through this column, so we won't mention any names. A certain man had the item, "Repairs to Shelton one hour 30S". Another had on his card, "Oiling Lyons three hours, 70G". Perhaps these old birds are trying to cheat Doc Burnham out of a job and collect pay for it.

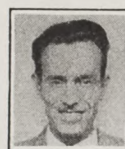
Andy Duncan came to work the other morning with water squashing out of his shoes and dripping out of his lunch pail. He explained that a hot water pipe had burst during the night and when he arose the next morning, he found WATER. Water in the pantry and on the pantry shelf. Water in Andy's shoes and he couldn't help himself. Water in the kitchen and in the kitchen sink. Water, water everywhere and not a drop to drink.

Lest we forget. There is no mistake about it. We saw the ticket that Jimmie Ross drew for driving 51 miles per hour in a 15 mile zone.

Division Five is now operating cars 2501, 2601 and 2602 on Line "7". Something more for the mechanics to get acquainted with.

\* \* \*  
**Married**

We extend our hearty congratulations to L. A. McDonald. He forsook his bachelor friends and got married May 16th.



F. ARLEIGH FRAZIER

Clarence Lock has had another bout with Mr. or Mrs. Car Door. This time he has a badly skinned eyebrow.

Ernie King of the Blacksmith Shop has started raising chickens in earnest, but he shouldn't take any of Geo. Duffin's advice on feed or his chickens will lay wooden eggs, as Duffin's do.

L. Griffith is now visiting in Toronto, Canada.

R. L. Sloan is on an extended vacation visiting points of interest—mostly the Shops which he visited once or twice a week.

H. W. Gordon is in Boston visiting relatives.

Fred Andrus took a trip to Fresno to attend the track meet there, with schools competing from all over the state. His son, Francis, took second place in the shot-put, only losing by four inches. He had forty more points than any other athlete from his school.

Joe Spearing is visiting friends in good old England. After many years of planning on making the trip—the trip of a lifetime—he set sail May 30th on the S. S. Francona. He expects to visit his brother in Devonshire, take in London, Paris, Liverpool, and other river points. Incidentally, he will make a visit to Dublin in case his ticket drew a horse.

T. T. Tripney is vacationing at Catalina Island.

Mark Langlois will invest his bonus in a new Graham sedan.

Henry Lane's old Cheve still travels down 54th Street. He says it is good for another twenty-five years. After that he expects some trouble.

New men in the Carpenter Shop are W. H. Kilter and G. W. Thomas.

R. J. Weatherby is off sick.

Leonard Brown has returned from sick leave.

William Cater has returned from Arkansas Hot Springs.

Leonard Greene is back on the job looking better.

Lee Crump is enjoying San Francisco and San Diego for two weeks.

The new man in the Paint Shop is F. M. Buhrman from Division One.

Shelby Brown got laughed at by two radio patrolmen and a talking to by two speed cops. However, he was the best talker and got out of receiving a ticket.

John Mathis has a beautiful shiner and says he ran into a door in the dark. Boy, what a man the other fellow must have been!

Banberry, of the Electrical Construction Department, says he won't have anything more to do around wet paint as paint remover is very uncomfortable (ask him).

George Mawby is off sick.

New men in the Truck Shop are: Richard Johnson, Guy King and R. M. Ells.

L. W. Ferguson is on two weeks vacation.

Roy Blaize traded his 1935 Plymouth for a 1934 Ford V-8 ? ? ? ?

Eddie Miller, of the Superintendent of Equipment Office, is in a happy mood these days. His mother is here from the east to pay him a short visit. They are planning on trips to a good many places of interest together before she returns home the latter part of June.

Jack Bailey and several others went fishing near San Clemente Island and Jack did most of the catching. He caught two nice yellowtail and a large seal.

New men in the Machine Shop are, O. L. Hall, R. W. Vanderwater and A. J. Schwan.

W. V. Cook just returned from two weeks spent in Northern California.

W. A. Maitland and wife are visiting his brothers and sisters in Winfield, Kansas.

Geo. Duffin planted a cling apricot tree slip and was almost guarding it with his life. At night he covered it with a tin can. One night the neighbor's goat came over and ate the apricot tree, roots, can and all.



## ELECTRICAL



WALTER WHITESIDE  
LINE

Pete Schaap figured his relief days on the front and rear of a short vacation period to enable him to tour the Great United States. He is visiting relatives on the plains of Kansas and, to prove he has plenty of time, he is going to look over the State of Texas.

Harvey "Joe Penner" Zehner is known as the duck man now that he is in the retail duck business. Better see Harvey before your next purchase. (How about a free one for the ad, Harvey?)

Of course Harvey's ducks have always come highly recommended but there

seems to be a little mystery surrounding the sale of rabbits by certain members of the Department as Billy Yandell reports his 14 pound cat missing.

O. J. Moser is preparing to attend the American Legion Convention in the near future which probably accounts for the extensive studying he is doing of late. It is rumored that he is going to deliver the address of the hour: "What Are the Advantages of the Veterans of Future Wars?"

Louie Hunter is an accumulator of old issues of the National Geographic Magazine. Anyone interested in collecting old books better contact Louie and he will tell you where not to go.

C. G. Hunter was the only member of the Department to take time off due to illness during the past month.

## SUBSTATIONS

Benny Lerit has taken a thirty day leave to visit Congress and probably President Roosevelt. Anyway he intends taking in Washington, D. C., New York, Chicago and Detroit where he will purchase a new car and complete his trip to the coast.

As reported last month, M. J. Barnett started his vacation without knowing where he was going but on his return he reports that Boulder Dam is some engineering feat. He also visited Henry Neel's birthplace, Calico, California. M. J. took several rolls of pictures on his trip but when he returned and had them developed he found that something was wrong with the shutter of his camera, therefore he had only black negatives.

When a certain operator works overtime he has his sweetie bring his lunch to him—are the scalloped potatoes good?

George Willson spent a very busy vacation visiting the beaches and particularly working around the yard. He intended building an extra room to his house but we haven't heard if he accomplished this as yet.

Ira Hearne took in all of the San Francisco fog he could while on a visit to that city.

Bob Bass, an expert rifleman, has forsaken his hobby and now wishes to dispose of his equipment. This announcement was a complete surprise to Bob's fellow marksmen, and they began to wonder why he should or would give up his favorite sport. On questioning Bob he firmly stated that he just tired of the sport, so that was that. Incidentally the day before Bob made his memorable decision a news item appeared in a leading newspaper "Lead Prices Jump Considerably."

Ed Wade visited the reservoir at Little Rock on his day off but was disgusted with the fishing. He is still talking about the big ones in Arizona.

C. E. Martin took in the sights at Idyllwild on his day off.

F. I. Flynn is sure proud of his new 1931 Buick sedan.

George Gouge's hobby is catching snails at midnight by using a flashlight.

Owen Quigley wouldn't believe the dentist when he told him not to drink anything hot.

Anyone having any experience in operating a rubber stemmed pipe and wishing

to instruct a new owner in how to operate one, please contact Bob Bass, the new victim.

## ELECTRICAL CONSTRUCTION AND BONDING

Pete Goodas, Bonding Foreman, had a very busy night recently. He attended the wedding of his son and when the ceremony was over a little celebration was held. Then Pete had to put on his work clothes and tend to some work that had to be done that night.



H. I. SCHAUBERT

Bill Bramlett is taking a sixty day leave to make a long trip through the East and drive back in a new car. He plans to visit New York, Washington, Georgia and, of course, the old home down in Oklahoma.

Supervisor Fleming received a card from Jake Zuber a few days ago, which was posted in New York. Inquiries reveal that he plans to drive back in a new Buick.

"Ban" Banbury, of the Electrical Department, does not believe in signs. Last month, while one of Les Sparks' gangs was doing some spring house cleaning at South Park Shops, barricades were placed to keep the unsuspecting from the fresh paint. Undaunted by the obstacles, Ban pushed them aside and ensconced himself in the forbidden area. The halo of fresh varnish worn by him upon emerging was not at all in keeping with his language.

Bill Swearingen and Jimmy Watkins recently made a trip to Mexico with the avowed intention of bringing back many fish. Evidently that mañana feeling got the best of them for they returned empty handed.

\* \* \*

## Married

"In the spring a young man's fancy"—On or about May 16 Austin Fleetwood took unto himself a bride. The happy bride and groom are now holding open house at 408 West 53rd Street. Plans are being laid for a belated honeymoon in September, touring the East in a nice new car.

\* \* \*

Doc Robey and Bill Swearingen put over a fast one on Sam Cohn the other day, Sam losing the long end of a 10 to 1 shot. Sam claims that he thought nothing of losing the bet, but it hurt like heck to have Doc double-cross him. Sam really told all the boys about it too.

As the baseball season progresses, Vernon Yards' Ball Team looks better than ever. Charlie Netz believes in 'em and he is slowly but surely convincing George Ferguson. Which ever way the fortunes of war go, though, you can't take that big good-natured smile from George's face. More power to you, Old Timer, it wouldn't hurt a bit to have you trim us.