

TWO BELLS

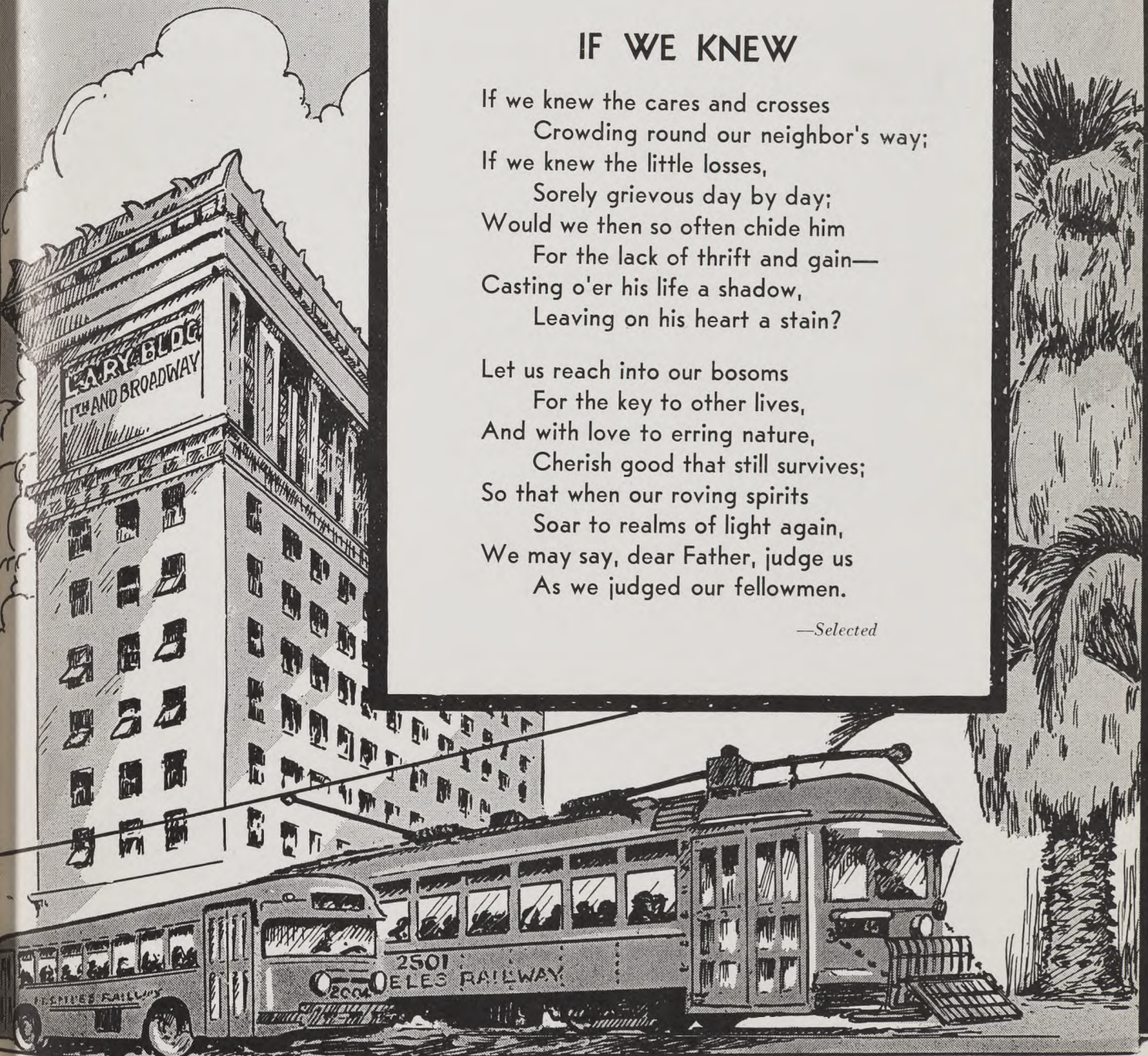


IF WE KNEW

If we knew the cares and crosses
Crowding round our neighbor's way;
If we knew the little losses,
Sorely grievous day by day;
Would we then so often chide him
For the lack of thrift and gain—
Casting o'er his life a shadow,
Leaving on his heart a stain?

Let us reach into our bosoms
For the key to other lives,
And with love to erring nature,
Cherish good that still survives;
So that when our roving spirits
Soar to realms of light again,
We may say, dear Father, judge us
As we judged our fellowmen.

—Selected





TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Seventeen

March, Nineteen Thirty-six

Number Three

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

Baseball Season Opens March 15th

By C. J. KNITTLE

Take me out to the ball game,
Take me out to the game,
Buy me some peanuts and crackerjack,
I don't care if I never come back—

—And ladies and gentlemen, while that snappy spring song rings through your mind, allow me to announce the Grand Opening of the 1936 Lary League Baseball Season on March 15th at Lary Ball Park in Vernon Yard.

The contending teams for first honors will be Division Three (the 1935 Champions) versus Division Four (the 1934 Champions).

Before delving into the pertinent facts, figures and details, let me call your attention to our lovely new diamond, the new back-stops and new grass infield. This work was planned and supervised by the Engineering Department and these lads down here in the Maintenance of Way Department can also take a bow because, I'm telling you, the high class track work they do around town has nothing on the track they built to first base, second, third and home.

The refreshment stand, featuring ice cold soft drinks and pedigreed hot dogs, will be equipped and operated on a percentage basis (probably 60-40) by one of the ball players. The forty per cent will be turned over to the League.

Virgil Coach team and 16th Street Coach team have merged and will be known as the Coach team. There are now six teams in the League.

The Golden Fleece will be the handsome P. B. Harris Traveling Trophy. There will be another prize, to be announced later, for the team that takes second place in the final standings.

Superintendent T. Y. Dickey will manage the Division Five team this season.

The full roster of League officials follows:

L. B. Meek, Division Three, President; W. S. Henderson, Los Angeles Motor Coach, Vice President; L. F. Sparks, Vernon Yard, Secretary-Treasurer.

Division One: T. N. Harris, Manager; R. B. Means, Captain. Division Three: C. W. Morse, Manager; M. A. Triboulet, Captain. Division Four: A. E. Vejar, Manager; W. M. Dent, Captain. Division Five: T. Y. Dickey, Manager; R. C. Beale, Captain. Coach Division: W. S. Henderson, Manager; T. Jeffery, Captain. Vernon Yard: (No appointments.)

In accordance with the schedule, submitted by President Meek and approved by the Board of Managers, two full nine inning games will be played each Sunday and two teams will be off each Sunday.

The first game will start at 10:30 A. M.; the second at 1:30 P. M.

The series commences March 15th and will run twenty-three weeks.

Each of the six teams will play three games with each of the other five teams.

The first two games between any two teams must follow schedule as to which is the home team. (The second named team is the home team). Third game will be decided by toss up.

A ten minute dead line for late players will be observed.

Games must be played to a finish but not to exceed twelve innings.

Postponed games may be played off at the end of the series or on any day that the teams involved are not scheduled to play.

The schedule will remain unchanged by postponed games.

Each team shall furnish one new ball at each game. The winner shall take choice of the balls after the game.

LARY Baseball Park Greatly Improved

Under authorization of P. B. Harris, General Manager, the Maintenance of Way and Structures Department has rearranged the two baseball grandstands at Vernon Yard so that one of them runs along to first base and one to third base. The backstop has been placed at right angles to the home plate and pitcher's box and is thirty feet behind the home plate.

The infield has been planted in grass and sprinklers and mowers to keep the grass green have been installed.

These improvements will make the games even more enjoyable than they have been in past seasons, and the Engineering Department is to be complimented for doing a good job.

If possible, umpires for all games will be chosen from the Southern California Baseball Association.

Any player, transferring from one Division to another during the season, must continue to play on team with which he played the opening game.

Ground Rules: Regardless of the fact that the back-stop is only thirty feet behind the plate, in all cases of overthrows the ball will be considered in play.

—And now, ladies and gentlemen, we might say a word about rooting. Of course, you all know that rooting is the root of many a win and if your favorite team should happen to lose . . . well . . . it might make defeat more endurable. But anyhow, let's all get behind our team. Next Sunday, March 15th. That's the big day! Everybody! Grab up a cushion, your sun glasses, your megaphones. Get down to the ball park and—

Root! Root! Root! for the home team,
If they don't win it's a shame,
For it's one! two! three strikes! You're out,
At the old ball game.

Importance of Correct Operation

By JOHN COLLINS
Supervisor of Safety

In our work, as in all other work, there are certain forces which tend to interfere with us, such as delays caused by traffic, traffic signals, loads, rain, fog, trains, cars ahead, and the habitual road hog. Many things come up from time to time over which you think you have no control, and as long as you think that way, just so long will they remain that way. Anyone familiar with nature could not conceive of the idea that the Great Creator of this universe ever endowed one man with an intelligence to enable him to invent a machine without giving other men the necessary intelligence to handle that machine safely, if they wish to do so.

We must either make an effort to control situations, or be controlled by them. Very few people seem to realize that the only thing over which they have no control is themselves. In the scheme of things then, the only problem you have is that of controlling yourself.

In all nature, the struggle is the law of growth—there is no standing still. We either go forward or drift back. It takes exercise and continuous effort to develop and strengthen nature, and by exercise and effort we are enabled to use our facilities to a better advantage. While all our facilities are for protection, we have will power and may decide what we shall select. We have the power of choice. We may not be able to choose our relations or our jobs, but we certainly can choose our thoughts. Any man should know what he is thinking about.

The natural choice is the safe way. A man must have considerable practice before he deliberately does a thing wrong. A man does not run ahead of time, jump traffic signals, follow things too closely, not make proper observations in starting, or start the car too soon, without gradually working up to it. He bends the rule at first, and finally reaches the breaking point.

Occasionally, a man knows that I observed him violating a rule which endangered life and limb, and will tell me that it was the first time he had done such a thing. I usually answer him by saying that "You violated it so perfectly that I thought you had had a great deal of practice."

We instinctively notice things that are out of the ordinary—the dangerous, the reckless, the spectacular, or the careless acts of others always attract our attention. The right moves, things moving in order, or the well balanced people, pass us un-

noticed. You have had this demonstrated time and time again on our streets. People who are doing the right thing are not material for mental debate, while on the other hand, those who are doing the wrong thing always attract our attention for some kind of action.

The wrong thing is registered as a warning and will continue to be so registered until, by long practice of ignoring it, we become so familiar with the danger that we merely take it for granted and develop the habit of carelessness. Then you are in real danger, through the lack of mind action and will soon come in contact with a person of similar views. It takes about nine years of driving experience before the man in an automobile is likely to kill himself or someone else—not because he doesn't know how to drive, but because he doesn't think about his driving.

We should develop the habit of paying attention to the out-of-the-ordinary. Anticipate possibilities under certain difficulties and regular conditions, and develop a countermove for the fool moves of others. There is a countermove to avoid the fall-in-the-car-accident, the boarding-moving car accident, the alighting-standing car accident, as well as the run down or collision type, but certain conditions must be recognized by you and not assumed. Take nothing for granted.

Old Timers

The Retired Employees Association held its regular meeting on February 18th and was called to order by President C. M. McRoberts.

Owing to the illness of the Secretary, D. L. Gragg, the minutes of the last meeting, and the roll call, were omitted.

President McRoberts introduced as speaker of the day Raphael M. Dorman who represented the California Taxpayers' Association. Mr. Dorman explained in detail the present tax system, National, State and City, and told what his Association proposes to do to decrease exorbitant taxes.

Mr. McRoberts spoke on hospitalization, and R. C. Jones reported the illness of August Jertberg.

The next regular meeting of the Association will be held on Tuesday, March 17th and there will be a speaker to talk on matters that are important to our Association.

W. G. MILLER,
Acting Secretary

Anniversaries

On February 25th W. H. Neighbors, Instructor, completed his forty-third year of active service with the Company. He was employed in 1893.

March 9th ends the thirty-third year of continuous service of W. H. Snyder, Chief Supervisor, who came to the Company in 1903. C. Kincaid, Foreman in the Way and Structures Department, will celebrate his thirty-fourth anniversary with the Company on March 16th. And our motion picture star, William Wells, Messenger in the Treasury Department, completes his forty-fifth anniversary with the Company on March 16th and about three weeks later, on April 4th, will celebrate his seventy-fifth birthday.

Congratulations to these men, and here's hoping they have many more happy years of service.

Veteran Dispatcher Marries

Charles E. Pelsue, veteran dispatcher of twenty-four years service was married to Mrs. Blanche Strickland, of Walnut Park, at Santa Ana on February 4th.

The bridal couple will take up their residence at the home of Mr. Pelsue's mother, who is ninety-three years of age, at Highland Park.

Mr. Pelsue's friends presented him with a very nice coffee maker set.

His wedding was a complete surprise to his many friends as Charlie was a confirmed old bachelor, so they thought, and it was presumed he would spend the rest of his life in single bliss.

We all extend hearty congratulations to Mr. and Mrs. Pelsue and wish them a long and happy life together.

Coach News

Four additional coaches will be purchased by the Los Angeles Motor Coach Company on account of its new Fairfax Avenue Line as announced in the Ride Guide. They will be duplicates of Type 38, 32-passenger Yellow Coaches and will operate out of Virgil Garage on Crenshaw-Vine-La Brea Line, smaller equipment being transferred to the Fairfax Avenue Line.

One of the best definitions of perseverance was given by a negro preacher who said: "Firstly it means to take hold; secondly, to hold on, and thirdly, never to let go."

Special Agents Campaign Against Crime

The Special Agent's office was quite joyful around about the first of the year over the fact that hold-ups of our trainmen by bandits, as well as many other criminal depredations against the property, were greatly reduced during the year 1935.

Early in that year a night cruiser patrol service was established in the Special Agents Department and due to the vigilance of the crews on that patrol, and other methods inaugurated to protect the property, there were but two hold-ups of trainmen during the last six months of 1935 and many other acts of a criminal nature were reduced. So Captain Hilf and his boys were chuckling with a great deal of delight.

But lo and behold! There were seven hold-ups in the month of January, 1936 and two more early in the month of February. The smiles vanished from the Special Agents and direful mutterings were heard and much scrimmaging done and many plots concocted to catch the hold-up bandits. As the Police Department and the Special Agents office work in very close cooperation in all matters of a crime nature affecting our property, the police were likewise much concerned over this new outbreak of hold-ups and many conferences were held regarding the situation.

Then came the break. Two young chaps, brothers, 19 and 21 years of age, on February 7th, held up and robbed a merchant in his store in Huntington Park. Before they could get away someone secured the number of their auto license plates. These numbers were broadcast over the police radio system and soon after the bandits were intercepted and arrested by the police. They were identified by the Huntington Park merchant as having robbed him. Then their rooms were located and searched and a number of conductors' money changers and many street car tokens discovered. They were likewise identified by the trainmen, whom they had held up. Faced with this evidence, they confessed to Detective Lieutenants Tom Connors, David Connelly, E. W. Mansfield, Jerry Devine and Special Agent J. Lester Drummond as having committed the two hold-ups in the latter part of 1935 and all of those in 1936. These boys were taken into court, charged with many counts of robbery and other felonies and held to answer to the Superior Court under bail of \$50,000.00 each.

With these bandits safely put away for many years to come, and our worst crime orgy cleared up, the Special Agents feel they are entitled to chuckle again.

Dance Success

The dance given by the Transit Employees, with the assistance and cooperation of the Los Angeles Railway Baseball League, at the World War Veterans Hall, 246 S. Hill Street, Saturday evening, February 29th, was a huge success. That everyone who attended had a good time would be putting it mildly, as the very large crowd that was present speaks for itself.

The door prizes and music were heartily and appreciatively received, and to say that the music furnished by our fellow-workers, under the direction of Conductor L. L. Sweet, was exceptionally fine would not be stretching the truth one bit, as was indicated by the amount of applause.

We wish to take this opportunity to thank each and every member of the various committees who, by their untiring efforts and hard work, make these fine dances and get-togethers possible. Gentlemen, you sure did your stuff, and once more let us say, we thank you.

W. H. HOLLENBECK, *President.*

H. W. GILMORE, *Chairman,*
Entertainment Committee

Witness Averages for 1935

In the average number of witnesses per accident for 1935 Division Four kept first place for eleven months, dropping to second only once when it fell behind Division Three, which took the lead for the month of November.

Division Three made the novel record of occupying each position at least once during the year. It was first once, second seven times, third three times and last once.

Division Five was second three times, third seven times and last twice.

Division One hit second place once, third twice, and was fourth nine times.

All four Divisions fell short of their 1934 averages.

Average witness figures for the entire year of 1935 are as follows:

	Div. One	Div. Three	Div. Four	Div. Five
January	2.61	3.65	3.93	3.36
February	2.75	4.24	4.41	4.13
March	3.68	3.91	5.63	4.10
April	3.30	4.60	5.54	3.99
May	3.76	3.74	5.07	3.66
June	3.43	3.85	5.19	3.75
July	3.35	4.01	4.79	3.58
August	3.37	3.84	4.74	3.99
September	3.00	2.80	4.75	3.64
October	3.43	4.36	5.02	3.99
November	2.92	4.51	4.37	4.06
December	3.01	3.84	4.75	2.82
Average for 1935.....	3.22	3.95	4.85	3.76
Average for 1934.....	3.86	4.80	4.97	4.33

Boys, Take a Bow

The following letter was published in the Illustrated Daily News on February 27th:

The Editor, Sir: I am an elderly woman and I am very lame. However, I must be in town several times each week and I would like to thank each and every street car man on the Number 1, the "A" and "S" lines. I appreciate their kind help and consideration more than I can express, as I could not ride the cars without their help. God bless them all.

MRS P. W.

Recovering

D. L. Gragg, of the Special Roll, who for some years has been running the magazine and cigar stand in the lobby of the Main Office Building, spent several days, during February, in the Angelus Hospital where he underwent a minor operation. Mr. Gragg is getting well slowly, but surely and says he feels fine. We have missed him around the building here, and hope he recovers completely soon.

Transit Association General News

By FRED W. MELLENTIN, Secretary

There have been several changes in schedules for the betterment of the service. These changes have meant a great deal to the traveling public. Better service is being enjoyed by our patrons. Some of the suggestions turned in by platform men have been very helpful to the Schedule Department in the reconstruction of the schedules on our lines. The ideas as sent in are all given thorough consideration and if found practicable, they are used.

Our accident record has fallen off appreciably, but there still is room for improvement, and we hope that this decrease in accidents will continue.

Safety first, last and always, is a mighty fine motto, and if given proper consideration will help a great deal in our daily duties.

Keep up the good work, it is worth the effort.

Keep This Date

Odd Fellows Temple, 1834
Oak Street on March 10, 1936.

This is the date and place for our general meeting. Arrange your dates so that you will be able to attend this meeting.

A short entertainment will precede the meeting.

Girls' Basketball

Five games have been played to date and our girls are trailing by two games. The lineup is somewhat crippled but they are putting up a good fight.

Your generous support, through your attendance has given encouragement. Continue this support and help put our girls on the top of the list.

Echo Park Recreation Center is the place. See your bulletin in the last issue of Two Bells for the schedule of games.

Bowling Team

The bowling team is leading the league by 6 points with 5 weeks left to play.

Every Thursday night at the Luxor Alleys, 43rd and Vermont. 6:30 P.M. is the time.

Your generous support is appreciated and this, together with good team work, is the reason for the 6 point margin.

Captain Ed Fleming expresses the hope of continuing to lead the League and win the finals.

Remember the place and the time and make it your business to attend these games. No admission charge.



This P. B. Harris Trophy, now in possession of Division Three as winner of the 1935 baseball series, will go to the successful Division contender of the 1936 series.

1936 Baseball Schedules

At a meeting of the managers of the various baseball teams which was held in Vernon Yard on February 4th, a schedule of the 1936 season was decided upon. This was made up by the President of the Los Angeles Railway Baseball League, L. B. Meek, and met with the approval of the entire group.

The schedule calls for two full nine inning games, the first to start at 10:30 A. M. and the second to start at 1:30 P. M. This allows four teams to play and two teams to be off. All games called on account of rain will be played at the end of the season or on such dates as the two teams involved will be off.

Date	10:30 A. M.	1:30 P. M.	Off Teams
Mar. 15	Div. 3 vs. Div. 4	Div. 1 vs. Coach	Div. 5-Vernon
Mar. 22	Vernon vs. Div. 5	Div. 3 vs. Div. 1	Coach-Div. 4
Mar. 29	Vernon vs. Div. 4	Coach vs. Div. 5	Div. 1-Div. 3
Apr. 5	Div. 4 vs. Div. 1	Div. 5 vs. Div. 3	Vernon-Coach
Apr. 12	Coach vs. Vernon	Div. 1 vs. Div. 5	Div. 3-Div. 4
Apr. 19	Div. 4 vs. Coach	Div. 3 vs. Vernon	Div. 5-Div. 1
Apr. 26	Div. 1 vs. Vernon	Coach vs. Div. 3	Div. 4-Div. 5
May 3	Div. 5 vs. Div. 4	Coach vs. Div. 1	Div. 3-Vernon
May 10	Div. 4 vs. Div. 3	Div. 5 vs. Vernon	Div. 1-Coach
May 17	Div. 1 vs. Div. 3	Vernon vs. Coach	Div. 4-Div. 5
May 24	Div. 5 vs. Coach	Div. 1 vs. Div. 4	Vernon-Div. 3
May 31	Div. 3 vs. Div. 5	Vernon vs. Div. 4	Coach-Div. 1
June 7	Div. 5 vs. Div. 1	Vernon vs. Div. 3	Div. 4-Coach
June 14	Coach vs. Div. 4	Vernon vs. Div. 1	Div. 5-Div. 3
June 21	Div. 3 vs. Coach	Div. 4 vs. Div. 5	Div. 1-Vernon
June 28	Div. 1 vs. Coach	Div. 3 vs. Div. 4	Div. 5-Vernon
July 5	Vernon vs. Div. 5	Div. 3 vs. Div. 1	Div. 4-Coach
July 12	Vernon vs. Div. 4	Coach vs. Div. 5	Div. 3-Div. 1
July 19	Div. 5 vs. Div. 3	Div. 4 vs. Div. 1	Coach-Vernon
July 26	Coach vs. Vernon	Div. 1 vs. Div. 5	Div. 3-Div. 4
Aug. 2	Div. 3 vs. Vernon	Div. 4 vs. Coach	Div. 1-Div. 5
Aug. 9	Coach vs. Div. 3	Div. 1 vs. Vernon	Div. 4-Div. 5
Aug. 16	Div. 5 vs. Div. 4		

Any part of the above schedule may be changed at a later date but will be played as shown until further notice.

L. F. SPARKS, Secretary.

Thanks for Hearty Support of League

In behalf of the Baseball League I want to thank each and every one for their patronage of our benefit dance, given at the World War Veterans' Hall on February 29th.

A percentage of the receipts goes to the Baseball League and the remainder to the entertainment fund of the Transit Employees Association.

To those who tirelessly assisted in the refreshment rooms we wish to express our gratitude. A very special mention goes to those dispensing the cool refreshments: to Messrs. Cresto and Bowdish, of Division Four, Trice

and Woodward, of Division Three, and especially to Mr. Heddrick of Division One. No other person could have performed the duty assigned to him in a more proficient manner.

Everybody seemed to enjoy themselves and the affair was a huge success. Watch for the announcement of another such occasion to be held in the near future.

Again thanking you one and all and hoping to see you at the next affair.

L. B. MEEK, President,
Lary Baseball League



16TH STREET COACH BASKETBALL TEAM

Front row, left to right: S. L. Fisher, J. I. Hensley, G. O. Leslie. Standing, left to right: H. S. Aure, C. B. Montgomery, P. D. Tucker, Superintendent C. O. Morse, A. J. Grode, Team Manager, Ted Fogleman and J. A. Logan.

Basketball Hilites

By C. J. KNITTLE

The Transit Employees Basketball Tournament ended last Friday evening, March 6th. For fourteen weeks the eight teams had been battling for high places in the standings. It was a tired looking gang that crept under the showers after the final games. As many of you will remember, the season started last November 8th.

I am going to put the cart before the horse this time, friends, and give you the final standings, then the February and March scores.

FINAL STANDINGS

	W	L	Pct.
Division Four	13	1	.929
Division Three	12	2	.857
Division Five	8	6	.571
16th St. Coach	8	6	.571
Vernon Yard	7	7	.500
Division One	3	11	.214
Office	3	11	.214
Wilshire	2	12	.143

The epidemic of coughs, colds and flu which blossomed out during the February rainy spell, put many players on the sick list. Division One was compelled to forfeit two games on this account and Vernon Yard had to forfeit one.

Now, let's look over the scores of recent games.

February 7th

Ver. Yd.	27	Div. One	24
Office	14	Div. Four	35
Div. Three	24	16th St. Coach	18
Div. Five	34	Wilshire	15

February 14th

Div. Four	17	Ver. Yd.	12
Wilshire	8	Div. Three	42
Office	28	16th St. Coach	34

(Div. One vs. Div. Five game was forfeited to Div. Five on account of shortage of players on Div. One Team.)

February 21st

Div. Five	16	Div. Four	34
Ver. Yd.	5	16th St. Coach	19
Div. Three	29	Div. One	21
Wilshire	25	Office	24

February 28th

Div. Four	23	16th St. Coach	18
Div. Five	9	Div. Three	23

(The Vernon Yard vs. Office game was forfeited to Office on account of shortage of players on Vernon Yard Team.)
 (The Div. One vs. Wilshire game was forfeited to Wilshire on account of shortage of players on Div. One Team.)

March 6th

Div. Four	59	Wilshire	15
Ver. Yd.	17	Div. Three	19

(Div. One forfeited its game to 16th St. Coach on account of shortage of players.)
 (Div. Five forfeited its game to Office Team on account of shortage of players.)

Manager Billy Vejar and his Division Four hoop artists are being congratulated on their marvelous record

for the season—13 wins and 1 defeat.

The Division Three lads also deserve a big hand for their splendid record of 12 wins and only 2 defeats.

The competition, throughout the entire contest, was remarkably keen. The calling of fouls was the source of many arguments but these were short lived in every case, the men realizing that all decisions must be accepted with the highest degree of sportsmanship.

And now, friends, I have only one orchid left. It goes to the lads of the Wilshire Coach Team. Probably you noticed that they lost their first eleven games. There is no question that they were out-classed by some of the other teams but they knew their basketball. They played hard and they played well. As they came on the court for each new game, all previous defeats seemed to have been forgotten. They were always ready for a new game, a new chance to win. With all their defeats, the fans must have admired these lads from Wilshire for here was a team that was living up to the highest ideals of sportsmanship, a team that realized that the important thing was not winning, but taking part, and the essential thing, not conquering, but fighting well.



Office Basketball Team, front row, left to right: W. H. Porter, S. J. Kovacs, R. W. Barnett, C. A. Uland, W. F. Story and K. W. Lewellyn.

Wilshire Team, standing, left to right: G. B. Dossey, Manager, R. L. Woodrow, B. Tyler, U. T. Strong, H. C. Hall, R. Bloodgood and Lou Singer.

Veterans News

The Order of the Sword of the Los Angeles Railway Veterans' Club held a meeting on the 24th of February, thirty members attending, including seven new members who appeared for the "works." This was given to but two men, Comrades Preston of Division Four and Morin of Division Three, who stood the ordeal very well, both being able to report for work the following day. A bit of entertainment and then eats in the dining room followed.

The next meeting of the Club will be held Monday, March 23rd, 8:00 P. M., and will be for the purpose of initiating new members. It will be for members only. There will be some sort of entertainment and there will also be some eats, so let's turn out and watch "George do it."

H. F. NELSON, *Adjutant*

Auxiliary

The first meeting of the Auxiliary for the new year was held on February 24th and was well attended. The members present responded with dues almost 100 per cent, despite the fact that it was the day before pay

day—a gentle hint for those who have not paid.

After the meeting the Veterans' Club members joined the ladies in the dining room downstairs, where refreshments were served. It was decided to make this a regular habit, and next meeting the Club will do the honors.

No social events were planned by the Auxiliary for March, owing to the fact that the Club was to have a dance March 7th, and there will be a public initiation of new members of both the Club and the Auxiliary on March 30th.

We have a drive on for new members, and hope that everyone will do her utmost to interest all who are eligible.

ELLA M. HOYLE, *Secretary*

Notice to All Employees

The wife of Charles M. Harwood, Paving Inspector, Way and Structures, died February 6, 1936. Mr. Harwood was paid approximately \$545.00 under Wives' Death Benefit Fund Assessment No. P-92. Deductions were made on payrolls ending February 15, 1936.

R. A. PIERSON,

Superintendent of Personnel

V. F. W.

At a meeting held by Southwest Post No. 2828 on Wednesday, February 26, 1936, there was much discussion on recruiting and veteran legislation. Southwest Post is now launching a vast recruiting campaign throughout the entire Southwest section of the city. It is our aim to become the largest V.F.W. Post in Southern California. Comrades, with the large mailing list now in possession of the Post, we are asking each of you to do your part in securing new members. Attend the next Post meeting and obtain your list of names and then go to work.

Southwest Post has been in a position to render the required service to all Veterans in filling out their applications for the Adjusted Service Compensation, and have accommodated over one thousand in the past few weeks. Application blanks are still available at the Post Room, 8027½ South Vermont Avenue, and we will gladly help any one who has not yet sent his blank in.

G. H. STONE,

*Senior Vice Commander
and Recruiting Chairman*

Track Sweeper No. 1 Celebrates 30th Year

By C. J. KNITTLE

To the casual observer, Vito is just one of those "red coats" who swish the switches and massage the fevered curves with heavy oil. To his friends in the service he is, without a doubt, one fine fellow, but to his family Vito is a hero.

It was just thirty years ago, on March 11th, that Vito applied for work as a laborer and was assigned to the Track Department. For three and one-half years he wielded the pick and shovel.

From the section gang Vito advanced to the sweeping gang, a day job with better pay and less strenuous work.

Vito, at that time, was still an Italian subject, but shortly after applied for his second papers and became a full-fledged American.

In June, 1913 he married and, as the years rolled by, two sons and two daughters were born. The Nicassios, in the meantime, gradually became owners of their home at 766 College Street.

Today, both sons have graduated from high school and Michael, the older (now 22), will graduate from Loyola College this spring. From there he intends to spend three years



Vito Nicassio

studying law at one of the universities.

The favorite Sunday diversion of the Nicassios is touring the nearby points of interest in the 1935 Plymouth which Daddy Vito bought last summer.

So that is the story of Vito Nicassio. Perhaps you will say, "And where's the punch?"

Well, folks, there isn't any. It's just one of those items that comes under the heading, "Human Interest." Just another chapter in the Little Stories of Street Car Life.

Square and Compass Doings

The regular monthly meeting was held Saturday, February 15, at the S. and Y. Cafe on Spring Street. There was a good attendance in spite of the rain storm. A delicious meal was served, followed by super-excellent entertainment, and as a finale Ray Smith rendered his version of "Let Me Call You Sweetheart." Some say it was a success, others say it was a "Howling" success.

President William H. Morgan introduced as our guest William S. Baird, Judge of the Superior Court, who delivered an interesting address on the functions of the parole board.

Following are some "Hi-Lites" of interest formerly referred to as Compass Points by our "Swan Song Writer, Jack Wilson".

Jim Bodley, a club pioneer, weathered the storm and enjoyed the show.

Fred Mellentin, Herb Peterson and Jack Wilson loyally represented the eighth floor in the absence of Vice President Walter Whiteside and Past President Bill M. Morgan. On approaching these two absent members, they state that they might have been loyally, but not ably, represented.

Phil Klingelsmith, degree team captain, was unable to attend, due to the fact that old Jupe Pluvius made it impossible for him to get out of his front door without a row boat.

George Scott had as his guest, Brother Jack Simmons.

The attention of all former members who have become delinquent in their dues, is called to the fact that the special reinstatement offer now being made by the Club, must be taken advantage of on or before March 21, 1936, according to Secretary Joe Steenrod.

With two visitations for the conferring of the Third Degree the month of February provided added pleasures for our members. Unfortunately both events took place on the night of February 25. Our degree team raised Brother Tucker at Hollenbeck Lodge No. 319, and at South Park Lodge No. 563, we assisted in the raising of Brother J. L. Morgan.

Don't forget to sign up that prospective member!

HOWARD F. BABB,
Director of Publicity

Purely Personal

Commodore B. H. Eaton has disposed of his old boat, the "Taminito" and has a new Richardson 30 boat coming out from New York via the Panama Canal.

Les Sparks has achieved his life's ambition and is now the proud Captain of a new Hunter 30 boat. Mrs. Sparks is as much of a nautical enthusiast as Les.

Members of the eighth floor, main offices, haven't noticed so very much difference in the appearance of their groom elect since he has been visiting a beauty parlor.

Supervisors Jack Carlin and P. J. Bowlsby have both been home with the flu for several weeks.

Foremen Meet

The regular monthly meeting of the Foremen was in charge of the South Park Stores Department, with W. T. Reynolds, Storekeeper, as Chairman of the day.

He was introduced by H. E. Jordan, and gave us some very interesting figures from the Stores Department records.

From various charts he showed the reduction that had been made in inventories from \$630,000 in 1932, to \$377,000 at the present time, together with a comparison of the costs of various materials and transportation rates; also, the origin of materials in transit at the present time, and probable time for their delivery.

Mr. Reynolds stated that the Stores Department had been commended by a Remington Rand representative on the manner in which the records were kept, and further, that J. B. Buchanan, General Storekeeper, had been made a member of the American Transit Association National Committee on Store Practices and Procedure.

A tabulation showed that during the past year 3700 Store Orders had been completed at South Park, and 3780 Purchasing Orders handled, also a comparison of Labor charges by Departments to Store Orders monthly.

He explained how necessary it is to have a thorough understanding as to how an article is represented under the California Sales Law, before purchasing, particularly when it is bought by sample, warranty or trade mark; and also the two factors that enter into a purchase—delivery and acceptance F. O. B. in the East or Los Angeles.

Mr. Jordan closed the meeting by asking for further suggestions to be used on the proposed Occupational Accident Chart.

J. E. STEENROD, Secretary

Bull's-eyes and Misses

The meetings and range activities of the Los Angeles Railway Rifle and Pistol Club are keeping us all on our toes to keep up.

A new team, known as "The Silver Bullet Team" was formed in December. Since then it has been functioning 100 per cent and has a record of which we can well be proud.

Two new teams are now being organized and should be in condition for competitive shooting by the end of March. One of these teams will be all .22 caliber and the other will be in the marksman class and will use either the .22 or the .38 caliber guns. The Silver Bullet Team uses all .38 caliber.

A Department League is being formed which will give each Department and each Division a chance to participate. So far we have enough men from the Motor Coach Division, Division One, Division Five, and the Substation Department for four teams. Other Divisions and Departments will be included as soon as they have enough members to form a team. We are also trying to get a woman's team and have three in very earnest practice. Any other women employes or wives and daughters of employes that are interested will be very welcome to come out to the range for instruction and practice.

We are looking forward to a good year for this Club and extend a hearty invitation to you to join our Club. If you can shoot we need you and if you can't shoot we will try to teach you. The small cost is more than offset by the pleasure of shooting and we feel sure that if you once come out for a shoot you will continue to be one of a "live wire" club.

Individual champion matches are being held on the second Sunday each month. These are in four classes; slow fire, timed fire, rapid fire and the standard Police course. Starting next month the names of the winners of these matches will be published in Two Bells.

Arrangements have been made to have outdoor meetings and lunches just as soon as the weather permits. The Range Master, F. W. Montgomery, informs us that he will soon have the range lighted for night shooting and that he now has on hand .22 long rifle cartridges as well as .38 re-loads and can supply all we need of both.

Here are a few things that many of the members have been wondering about: Why George Riggs came out to shoot and forgot to bring his revolver? What became of Les Sparks' transit? Can Bob Bass shoot without a big cigar? Why do Denny Garner's knees tremble when in competition? How come that Brewer makes such

good scores? Why did Mrs. Garner beat J. R. Herring in a certain series of competitions? And if R. J. Mac-Millan will ever learn to handle that Shooting Master?

On January 26, our Silver Bullet Team held a match with the United Artists. We lost 1199 to 1150. On February 9, we held a three-way match with the United Artists and the Bank of America Main Office Team. United Artists won with 1228, Silver Bullets second with 1217 and Bank of America third with 1211.

February 23, a match was held at Torrance with the Torrance Police Department. In fact there were two shoots that day, in the first of which the Torrance Police won 1201 to 1119, and the second they won 1240 to 1129. It was a rainy day and the Police were good sports, standing in deep water in the pits to mark the scores.

Once more let us welcome you to our range in Centinela Park in Inglewood on the second and fourth Sundays of each month and if you do come out bring your field glasses so you can watch the targets.

Thanks for all the contributions.

L. F. SPARKS, *Secretary*

Come One Come All

All the old-timers and new-timers and ladies are invited to be the guests of the Division Three Baseball Club Saturday, March 14th, 8:00 P. M., assembly hall, Division Three. The occasion is an old-time box supper. Ladies are to bring a box of food sufficient for two, together with two cups and spoons. Free coffee will be served by the Baseball Club. Each box is to be auctioned to the highest bidder, the funds to be used for the purpose of the necessary expenses attached to all organizations of this nature.

Let's all come out and have a good time. Lot's of fun.

Esther Resigns

Mrs. Esther Pearce, who was the Stenographer at Division Four for seven years, and who worked for a good many years in the Main Offices of the Company, has resigned. She has given up the business world to make a home for her husband.

Esther will be sincerely missed at Division Four where she endeared herself to the entire personnel by her sparkling personality and her readiness to help all those who came to her for assistance.

Bowling

By TOM CASEY

At the time of this writing our Bowling Team was leading the league by six points. It is getting near the close of the season—there are about four weeks yet—and now is the time when every man on the team must be at his best. Although our team is well in the lead it will have to do some excellent bowling to hold that lead.

The margin that the Transit Team now has is quite consistent with its playing and position throughout the entire season. If you want to see how it is done go out to the Luxor Alley on a Thursday evening and see the boys at play.

Dan Healy has shown some interest in the game of bowling and in our team by being present at one of the games last month.

Pearl Anniversary

By FRED MASON

Congratulations are in order for Motorman Bill Dugger, of Division Five, and his wife, they having celebrated their Pearl Wedding Anniversary on February 4, 1936.

Mr. and Mrs. Dugger celebrated this happy occasion with their son in Pomona, who, by the way, completed his second year of married bliss on February 2, 1936.

To Mr. and Mrs. Dugger and the little Duggers, we say: May many, many more anniversaries be yours.

Some Scrap

By FRED MASON

Friday night, February 14th, if you will remember, was the night of the big rain. Division Five Basketballers, being good swimmers, made their way to Lincoln High School to do their stuff, but Division One, apparently not being seafaring men, only two players answered the roll call. Division Five loaned Division One some players and the game got under way. The start of the second half found Division One stuck, so "Casey" Jones of Division Five refereed, and the Association referee rolled up his sleeves and helped the Yannigans worry the Division Five boys. It was some battle and at the end of the game the Yannigans had to be carried off the floor. "Casey" was accused of laying off on the whistle on account of the entertainment he was getting from the boxing and wrestling tactics of the boys, and only tooting it when a general clinch occurred and the wrecking crew needed to pry their jaws loose with a crow bar. All in all a very enjoyable evening was spent by all.

News from Sick Rooms

By R. A. PIERSON
Superintendent of Personnel

During the month of February, there were 17 employes confined to the California Hospital, which represents 170 hospital days. The cost of the hospital service was \$1,000.00.

N. C. Ervin, Motorman, Division Four, was injured January 2nd. He is out and around now, improving slowly, but it will probably be some time yet before he will be able to resume duty.

P. L. V. Robert, Motorman, Division Five, spent some time in the hospital, but is at home now and is feeling much better.

W. L. Greenwood, Motorman, Division Four, who has been off on account of pneumonia, is improving. He was a very sick man for a few weeks.

E. H. Lee, Car Cleaner, Division Four, Mechanical, who has been on the sick list since January 13th, has had a setback, but we hope that he will soon be up and around again.

C. A. Kern, Motorman, Division One, is still confined to his bed. He is improving, but feels that it is rather slow.

J. Hoy, Motorman, Division Five, was operated on at the California Hospital recently. At present, he is getting along nicely.

S. A. Ackerman, Car Cleaner, Division One, Mechanical, who was injured December 26th, is able to get around on crutches, but it will probably be some time yet before he returns to work.

L. A. Starkey, Motorman, Division Four, was operated on recently. He is now home and getting along fine.

J. F. Burke, Load Dispatcher, Power Department, has been on the sick list since February 7th, but is beginning to improve.

H. A. Patterson, Motorman, Division Four, who has been sick since January 8th, expects to return to work soon.

J. M. Glick, Motorman, Division Four, has been confined to his bed for some time, but is now up and around.

P. M. Brewis, Conductor, Division One, who has been sick since February 12th, is improving and hopes to return to work soon.

H. E. Wooden, Conductor, Division One, has been confined to the California Hospital due to a back injury, but is getting along nicely now.

E. Kasal, Motorman, Division Five, seems to be improving, but it will be some time before he is back to work.

A. W. Genge, Airbrake Repairman, Mechanical Department, who has been sick since Christmas, remains about the same, and feels that his improvement is rather slow.

A. S. Jarvis, Towerman, Transportation Department, made a call on the Personnel Department a few days ago. He is beginning to feel an improvement and expects to return to work soon.

S. H. McGary, Motorman, Division One, who has been sick since the first of the year, remains about the same. He is confined to his home most of the time.

Mrs. T. Whittaker, Car Cleaner, Division Four, Mechanical, had the misfortune to break a bone in her wrist and ankle and will be off for a few weeks. It is regrettable that she failed to take out the Sickness and Accident Insurance when it went into effect in March, 1930.

H. Van Doorne, Conductor, Division One, had the misfortune to fracture his collar bone recently. He is out of the hospital and getting along fine.

R. C. Robson, Flagman, Transportation Department, has been off duty for some time, but is improving, although it seems rather slow to him.

W. H. Thun, Car Repairer, Mechanical Department, who was injured about Christmas, is doing nicely, and says that he feels better.

During the month of February, there has been an unusual amount of sickness among our employes, but I am glad to report that in most cases the sickness was of short duration.

We regret to report the death of two employes during the month of February, and the death of the wife of one employe. The two employes who died were covered under our Group Life Insurance Policy, and the employe whose wife died was a member of the Wives' Death Benefit Fund Plan.

One of our ex-employes also died, and his beneficiary was paid \$2,000.00 under the extended death benefit clause of our Group Life Insurance Policy. He was the fifth employe who has died after he was closed out of the service and the beneficiary has received the insurance under the extended death clause.

During the month of February, there were 212 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Welcoming New Scribe

As R. E. Russell, of the Virgil and Santa Monica Coach Division, has taken an indefinite leave of absence, necessitating his resignation as Division Scribe for Two Bells, we are this month introducing a new Scribe, David S. Coburn, Operator and Relief Cashier of the Los Angeles Motor Coach Company.

While welcoming Mr. Coburn to our columns we are sorry to lose Mr. Russell, but wish him the best of luck in his new venture.

The employes at Virgil and Santa Monica can help Mr. Coburn keep his column interesting by giving him all news items of trips taken, and vacations, and any other events they know about or have experienced. Let's all help.

Journey's End

James Allan Simpson, Watchman in the Mechanical Department, passed away on February 10th. Mr. Simpson was a native of Ireland. He was employed as Car Repairer in the Mechanical Department of this Company on October 2, 1909, and was appointed Watchman June 16, 1931. Mr. Simpson is survived by his wife.

* * *

James Whitehouse, Lineman in the Line Department, passed away February 25th. He was born in England and came to the Los Angeles Railway as an Electrician on July 1, 1923. He was appointed Lineman's Helper November 2, 1923 and on August 1, 1924 was appointed Lineman. Mr. Whitehouse is survived by a son and two daughters.

* * *

Chester Alington Robinson, of the Special Roll, passed away March 5th. He was born in Campfield, Canada, and was employed by the Company as a Motorman at Division Two on June 13, 1903, then appointed Flagman April 1, 1925, and was placed on the Special Roll October 1, 1932. Mr. Robinson is survived by his wife and five sons.

Appreciations

Letters of appreciation for sympathy extended to them and for beautiful floral offerings sent them in their time of sorrow, have been received from: Mrs. James Allan Simpson, and C. M. Harwood.

Dr. Stork Busy Bird

Motorman O. Sherlock of Division One is the proud daddy of a fine baby boy born February 2nd, and weighing over nine pounds. His name is Robert Lewis Sherlock.

* * *

A new daughter arrived at the home of Motorman N. C. Gilmore of Division One on December 30th. She has been named Norma Nadene Gilmore.

* * *

Marilyn Jane Matthews is the name of a new daughter of Motorman E. R. Matthews of Division One. She arrived on December 11, 1935.

* * *

Conductor G. G. Hoyt of Division One is boasting of a new daughter who arrived at his home on February 4th. Her name is Elizabeth Ruby Hoyt.

* * *

Motorman F. W. Weidemann of Division Four is the proud papa of a brand new son. The little gentleman arrived February 17th and weighed eight pounds and four ounces. They have named him Frank Gary. Our congratulations and best wishes to you and yours, F. W.

* * *

Congratulations are in order for Conductor H. W. Ritter of Division Five, his wife having presented him with an eleven pound, eight ounce baby girl on February 7th. Little Doris Borwood and mother are doing fine.

* * *

On February 20th Conductor D. W. "Mickey" Ryan, of Division Five, was wearing a big smile and passing around the cigars on the occasion of the arrival of an eight and one-half pound baby boy. Mother and baby are fine. Congratulations, Mickey.

* * *

Mr. and Mrs. G. H. Maddock are the proud parents of a seven pound boy. The blessed event occurred February 20th. Mr. Maddock is a Santa Monica and Virgil Coach Division man.

* * *

A few weeks ago Conductor L. L. Dodge rushed into the Garage out of breath and very pale. When asked what was troubling him he said he had to hurry home as he was about to become a father. So Mr. and Mrs. Dodge are now enjoying the new son's antics. Mr. Dodge is also a Santa Monica and Virgil Coach Division man.

* * *

C. Guier, of Division Three, Mechanical, is sure puffed up now and he has a right to be. He says he is the papa of the best baby girl in the United States.

* * *

Twila Annette is now running the home of Mrs. and Mr. J. V. Winnor.

Twila is a lovely six pound, six ounce baby girl. Mother is well and both parents are happy. Father Winnor is of the Sixteenth Street Coach Division.

* * *

Mr. and Mrs. Warren Knowles announce the arrival of a son, born February 7th, who weighed seven pounds and fourteen ounces. He has been named Warren Kent Knowles. Daddy is with the South Park Shops. Thanks for the cigars, Warren. It has been a long time since we actually received a cigar and those were good ones.

California Taxes

The people of California will be called upon to pay somewhere in the neighborhood of \$600,000,000 in taxes this year for support of various agencies of government—local, State and national. In 1914—twenty years ago—the sum was \$95,000,000.

Recently enacted legislation—both Federal and State—will further increase the costs in the near future. For example, the combined Federal Social Security Act and State Unemployment Insurance Act will impose a tax on California payrolls by 1949 variously estimated at from \$250,000,000 to \$300,000,000 a year for the purpose of this legislation alone.

Total authorized expenditures of our State government during the present biennium will probably exceed revenues from present taxes by some \$58,000,000 to \$60,000,000. In addition, there is a carry-over deficit in the State's general fund amounting to nearly \$22,000,000, thus indicating a general fund deficit outlook of \$79,000,000 to \$80,000,000 by the end of this biennium. —*Motor Carrier*

Constable: "Here, you've been walking 'round this square for an hour and it's three in the morning."

Jones: "I've got insomnia, officer."

Constable: "Well, you can't walk about here—you'd better go to bed and sleep it off!"

Some of the depression sufferers are like the darkey who had been playing poker.

He said: "Tell you, boys, I dun lost a heap o' money las' night."

"How much, Mose?"

"A hundred and eighty-seben dollahs an' fohteen cents."

"Golly! dat wuz a heap o' money."

"Yas, siree, and de wuz of it wuz, de fohteen cents wuz cash."

"Is Johnny's new dog a setter or a pointer?"

"He's neither. He's an upsetter and a disappointer."

Carbarn Cafe

Very attractive new menu holders have been put in use but, unfortunately for us, they are too well appreciated by some patrons and they are walking out on us—perhaps with just a little help.

We are running a special of pork tenderloin each Monday lunch, and it is going over in a big way. Try one some time.

There are eight men and nine women employed by Harry Tuttle at the Car Barn Cafe, every one of them willing and anxious to give you an enjoyable meal. Come and see us some time.

M. L. WHITE,

Motorman, Division Three

Laffs

Lather: "I'd like to get some time off to get a hair cut."

Foreman: "A hair cut! On company time?"

Lather: "Well, doesn't it grow on company time?"

Alex: "You'll ruin your stomach, my good man, drinking that stuff."

Walter: "'Sall right, 'sall right. It won't show with my coat on."

"John, I bought some sheets, pillow cases and blankets today. Shall I put them down in my budget as cover charge or overhead?"

Flannigan met with an accident, but the next day managed to crawl to work.

"Arrah, why didn't ye stay home for a week or two?" said Finnigan. "Worrn't ye carryin' an accident policy—"

"I wor not—bad cess to me carelessness!" said Flannigan. "I had left it home in me bureau drawer."

Waiter: "I'm afraid we can't cash a check, sir. You see, we've a little agreement with the banks that we cash no checks, and they serve no soup."

Chan Young was fitting a pair of dogs on the pedal extremities of a lady, the kind that want 3AA on a 5BB.

Sez she: "I want them comfortable, and at the same time attractive."

Sez Chan: "Yes, Ma'am, I understand. Large inside and small outside."

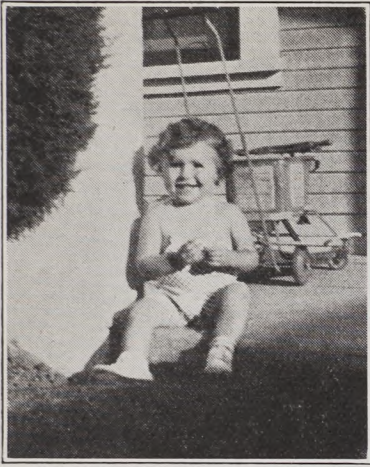
Traveller: My, the air up in these mountains is surely great, isn't it?

Old Mountaineer: Well, just fair to middlin', stranger, just fair to middlin', T'aint nothin' like it was back in Cleveland's administration.

Bobby: "Say, dad, can I ask you a question?"

Dad: "I suppose so—let's have it."

Bobby: "Where is the wind when it don't blow?"



This little lady with the big smile, is Joyce Arlene Hankins, 18 month old daughter of Conductor W. E. Hankins of Division One.



Division One

H. N. COLE

While driving home several nights ago, a terrific shock caused Motorman R. L. Wheaton to take notice. When he had extricated himself he found his machine had climbed half way up a telegraph pole, and in doing so, had been forced to knock another machine out of the way. Result, nothing much left of either machine, but fortunately Wheaton sustained only a slight cut on his forehead.

After Motorman A. J. Rosenstein left the hospital where he was operated on for appendicitis, he had an argument with a friend regarding the color of thread used. A two dollar bet was posted, and when Rosenstein produced proof, he was two dollars to the good. Now Rosey is trying to dope out a scheme to put the racket on a paying basis. He confided all this to Clerk Roy Ruggles with an appeal for advice, but so far the scheme seems to have fallen through.

Motorman C. W. McGehee was hurriedly aroused by his wife one morning recently, and was hurriedly given his breakfast, and just as hurriedly he rushed to get his car. While waiting for the car, it dawned on him that he hadn't consulted his watch, which he did immediately and, to his chagrin, he found he was over an hour ahead of time. He went back home, and we draw the curtain on what he told the Missus.

Conductor E. R. Tomlin has learned his lesson in regard to putting too much trust in some people. He engaged a man to look after his father, who is in bad health. After about a week, when the man had become familiar with everything around the home, Tomlin, on coming home from work, found not only the man missing but his late model Chevrolet, eighty dollars in cash he had tucked away some place, and the proceeds of his check which he had just cashed.

Motorman J. W. Bond received a letter conveying the sad news of the death of

his mother, Mrs. Bessie L. Bond. The sad event took place at her home in Portsmouth, New Hampshire, on January 24th.

Conductor H. VanDoorne is still confined to his home on account of a broken shoulder sustained in an accident.

Conductor R. I. Woodson has returned to his duties, after being confined to his home for two weeks with a severe cold.

Glad to see Conductor W. H. Dyson back again. He has been off for about six weeks, undergoing treatments from a specialist. He says he feels better than ever now.

Conductor P. M. Brewis has been missing for several weeks. We understand he is one of the many on the sick list.

Motorman G. W. Leslie has also been off duty for a week or ten days, on account of illness.

Conductor E. O'Neil took a week off during last month for a trip to Boulder Dam.

Conductor Frank Jones was off for several days on account of the serious illness of his wife.

Among the many on the sick list at present are: Conductors A. F. Crosby, O. W. O'Neil, W. E. Kreckler, S. J. Pontius, and K. L. Stover. Motormen S. Prancevich, H. W. Gibson, S. H. McGary, E. E. Parvin, A. B. Stewart, W. H. O'Neil, C. A. Crockett, and M. Tudrick.

Married

Motorman G. W. Farley, of Division One, and Frances Rhyhan were married on February 25th. Congratulations.



Division Three

L. VOLNER

After many years of service with the Los Angeles Railway Motorman G. A. James experienced his first missout during the latter part of January. We all know how Mr. James felt when he awoke and noticed the time and saw that he had set the alarm clock for the wrong hour.

After several days off duty on account of sickness, one of our "Three Horsemen"—Julio Arellano, who keeps our yard in such good condition, is back on the job again.

During the latter part of January Conductor I. Gasparro was off duty for about two weeks to have his tonsils removed. A very successful operation was performed and Mr. Gasparro was getting along fine, but during the first week in February a much beloved cousin passed away, and on account of this sad occurrence Mr. Gasparro had to lose several more days. Those passing the church on North Broadway at the time of the funeral saw in what respect this cousin was held.

On account of an attack of the flu, Motorman F. L. Leadbetter was off duty for several days during the first part of February.

Conductor H. E. Truesdell of the "5-6" Line was held up one night in Inglewood and relieved of everything in sight.

After about two weeks off duty on account of the flu, Conductor W. C. Love has returned to duty.

Motorman G. A. James bought a new car and was learning to drive same, but the person who built his garage did not make the door wide enough, so Mr. James tried to widen it with the car, thereby bending some fenders and doing some damage to the garage.

Conductor F. C. Peterson has secured a leave of absence to go to the Island of Guam to bring his mother to live with him in Los Angeles.

Feeling that he had been working too much, Conductor D. A. Kuykendall has secured a vacation, during which time he will be at home where he is going to take a good rest.

Motorman T. A. Ferguson is taking a vacation and will spend most of his time at home.

On the first of March Division Three lost one of its regular fixtures, for Harry Trabue, the Uniform Inspector, was "bumped" by Eddie Molster. Mr. Molster will be seen around the Division performing the duties of that office.

After a thirty day vacation Johnnie Brannick is back at his old station as flagman at the Union Pacific crossing on San Fernando Road, much to the delight of the many ladies who alight at that place and try futilely to cross that busy thoroughfare, for Mr. Brannick sees that they cross in safety.

Motorman P. Waters was on vacation during the first part of February attending to business matters and returned to duty on the twenty-sixth.

During his vacation, Conductor E. T. Middlecoff spent the time at home.

* * *

Rumor

It is rumored that the wedding bells might soon be ringing for Conductor L. E. Thompson, if his good friend, M. A. Heath, doesn't intervene. If you don't believe it, ask Peggy.

* * *

Even our Superintendent, George E. Ferguson, got caught by the flu, and for about a week was unable to be at the office.

On Saturday, February 15th, the downtown merchants held one of their famous "Dollar Days" and all of us who were on the cars on that date know how well the Los Angeles Railway handled the crowds.

Conductor T. J. Hart and family have returned from a trip to Texas where they visited relatives.

Several of the friends of Motorman C. Hendricks were enjoying some very juicy oranges grown by Mr. Hendricks on his grove near San Bernardino.

Motorman M. F. Kelsey and family are now living in Temple City. Kelsey says when Thanksgiving Day rolls around he expects to cash in on his capon venture.

During the latter part of February, Operator J. San Marco boarded a Line "5" car and rode to Seventh and Broadway. In his pocket, with some currency, he had a diamond ring which he prized very highly, as his wife had given it to him as a present. Somewhere along the line the ring was lost. Mr. San Marco thinks he pulled it out of his pocket with some money. If anyone should find same, get in touch with Operator J. San Marco at Division Three, and you will be liberally rewarded.

Division Three was well represented at Santa Anita Race Track on Saturday, February 22nd. All those regular race track fans, such as Motorman G. R. Chapman, Conductor O. A. Dixon, Clerk Herter, and others, were there. In addition to that regular bunch Conductor W. O. Butler and Motorman H. W. Livesay were also there, and from information received the last two gentlemen are expert handicappers. If you want to know your horses, see them in their private office.



Division Four

C. J. KNITTLE

If there is one month in the year that this Scribe has little use for, it is the month of February. It seems no one goes on leave and very little happens that is really worth writing about. Of course, this is leap year. There may be a lot of leaps into matrimony before the year is over.

Other than that, the only outstanding feature of February of this year was that it had five Saturdays. Conductor A. S. McFarland sent in a clipping from the Commerce Daily Journal which states that this is the seventh time since the adoption of the Gregorian calendar by the American colonies that February has provided such an abundance of Saturdays. This occurred in 1772, 1812, 1840, 1888, 1896 and 1908. It will not occur again until 1964 and then not until 1992.

* * *

Roy Platner, the Division Five Governor for Transit Employees, was burnt to a crisp when this Scribe, in the basketball news, termed Division Five's victory over Division Three an upset. Roy demanded an apology and correction.

After reading the following in last month's Division Five news column, I feel the situation is pretty well squared up and no apology necessary: "Our basketballers lost a close one to Vernon Yard on January 24th, and apparently they started a night of upsets, as Division Four took Division Three into camp by the score of eighteen to seventeen."

A great deal of anxiety was experienced by Motorman W. H. Paschall and his wife one recent Thursday when their daughter Dorothy, 18, left with a party of girls for Catalina on a neighbor's launch and failed to return at a reasonable hour.

An investigation was started but the only certain information for many hours was that the boat was evidently lost at sea.

Coast Guard planes searched the ocean the entire night. The following morning, Friday, the boat was discovered drifting helplessly about halfway between Catalina and San Diego.

A lost propeller screw was the cause of the trouble. The boat was taken in tow at 2:00 P. M. that afternoon. Needless to say, the young ladies were very hungry and thirsty.

* * *

Wedding

Conductor G. E. Barnes has forsaken



How would you like to own this beamin' little bit of home-made sunshine? Her name is Marilyn Joan Goldy and she is sixteen months old. Motorman Sidney Goldy of Division Four is the proud daddy.

his bachelor friends by taking a bride. January 18th was the date. Sorry we did not get the young lady's former name. Lucille Barnes was the name given. Our best wishes, however, are for the happy couple.

* * *

Motorman F. R. Baldwin resigned February 10th after twelve years service. Baldwin was a Line Supervisor for four years. Failing health was the reason for his resignation.

One of Baldwin's hobbies was playing the races and at the recent big race at Santa Anita, he put one hundred dollars across the board on Top Row and Time Supply. The win amounted to four hundred and eighty-five dollars.

Conductor H. A. Preston has been wearing sun glasses in the moonlight lately. A black eye, Mr. Preston admits, was the reason. It happened on Saturday night, February 8th, but Preston is not sure whether it was a fist, an elbow or just a swinging door.

'Tain't very often we get anything on our Supervisor friend, Frank Wescott, but there's a story going 'round that, at Pico and Rimpau one day recently, Mr. Wescott was proudly displaying a "two bit" piece he had found in the rest room when a bystander suddenly pounced upon a lost half dollar that was lying a few inches from Mr. Westcott's feet.

Did you notice the red umbrella that Conductor "Pop" Farr featured during the recent rains?

Conductor D. I. Robison was winner of one of the handsome, new style rotary clocks which were chanced off at the Two Bells Cafe.

Mrs. Esther Pearce, Division Stenographer, retired Saturday, February 29th after fifteen years of service, seven of which were spent at Division Four. A generous offering was taken up among the trainmen and Mrs. Pearce was presented with a beautiful and complete set of linenware. Mrs. Pearce's resignation was purely voluntary. She will be succeeded by Night Clerk H. F. Nelson.

The proverbial one-armed paper hanger has nothing on Billy Vejar, Traveling

Instructor and Manager of Division Four's Basketball and Baseball Teams. Billy and his basketeers are receiving congratulations these days for their whirlwind climax in the Basketball Tournament which ended March 6th, and in which they finished in top place in the standings.

But Billy can't rest on his laurels. The baseball season starts March 15th and Billy has been all wrapped up these last several weeks, limbering up his team for the new season. Stick to it, Billy. Here's hoping you and the team end up right where you deserve to be—in first place.



Division Five

FRED MASON

With the merry click of the ball leaving the bat, and the pleasant sounding ker-plunk of the ball into the glove, we find ourselves getting ready for another good season of baseball. By the looks of things we are going to have a hum-dinging team this year and a lot of last year's regulars have got to hustle to keep from being out-regulated. Then, for the old timers, "Tex" Bourland is getting his team lined up, but he's holding down on the early spring practice as he claims his men do not benefit by the early stuff, and can get in shape at a moment's notice to take on anybody. Motorman "Pep-'em-up" Floyd Chanslor will be seen with Tex's gang, and as time goes on he will be able to name the rest of the cripples.

In the Basketball League we dropped a few more points, having lost to that snappy Division Four team by a score of 34 to 16. While we lost by a rather big margin, it was a very good game to watch, and the better team won.

We are all sure glad to see Floyd Monnier up around and looking so well. He's doing some extra flagging work now and it seems to agree with him.

Another one of the boys whom we are glad to see back on the job is Conductor G. F. Fuller. He has been off since last October, but is now hitting his old stride.

Conductor Roy Platner is back, and glad to be back, from Chicago, and as per usual, brought back a new Chevrolet coach.

And is Conductor Al Bristol glad to be back from Utica, New York? He's still blowing on his hands and swinging his arms around to get the old circulation working. Al says the snow was so high he did not think that they would be able to run a train from there, but he was going to get back here even if he had to take an aeroplane. However, a train came through and Al was on it.

That fellow you heard playing the banjo out in the trainmen's room recently was Conductor J. Markano. He's improving every day and we understand he's trying to make the Major Bowes Amateur Hour. Somebody had to say, upon hearing this, "Oh yeah, he'll probably make it by the time the Major becomes a Brigadier-General."

It was at the basketball game between Division Four and Division Five and the referee was wearing a one-inch striped

black and white shirt. Says little Jimmie Madigan to his daddy, "Say, daddy, is that man's shirt a white one with black stripes, or a black shirt with white stripes?" That perplexed daddy all evening, and at the end of the games he was seen to go over to the referee and ask him the same question. Now the referee is perplexed.

* * *

Wedding

Conductor Floyd Graves can no longer be counted among the gang, he having taken unto himself a wife. On February 9, 1936, he was married to Miss Naomi Bumpas of Los Angeles. Congratulations, Floyd. Thanks for the cigars and may it be all gravy for you and the Missus.



ELECTRICAL



WALTER WHITESIDE

LINE

Have you fellows forgotten the "Two Bells" box in the meeting room? What side trips have you taken lately? Anything of interest that happens write it on a piece of paper and drop it in "Two Bells" box.

Roy Baker may not be a very good carpenter but he sure can hit the nail. In fact he was so accurate he had to have his hand repaired due to a broken finger. Someone better show Roy which nail to hit.

Walter Smith of the "Crane" Smiths has just received a new waterproof vest. He certainly makes a beautiful sight driving the crane with the covering draped over him. He received this new covering after our recent rain storms, thus giving way to the old adage, "Why lock the door after the cow is stolen?" If we don't have a rain storm before long rumors have it that Walter is going to have some of O. R. Payne's fire fighters turn the hose on him so that he can try out the waterproofing.

During the past month A. Knaus had to take time off due to a very severe case of flu.

Also "Sailor" Urban had a cold bad enough to keep him away from work only one day.

The sympathy of the Department is extended to the family of James Whitehouse, Lineman, who was found dead the evening of February 25th from a heart attack. James was employed by the Line Department in July 1923, and, judging by the friendships he has made, everyone sure will miss him.

SUBSTATIONS

We are very sorry to report that John Burke, genial Load Dispatcher, has been away from work due to illness. However, at this writing he is making rapid progress toward recovery.

Walter Reece is always trying something different when it comes to growing flowers. Recently, on a visit to West Adams Sub, we observed Walter's stocks growing upside down. Of course his alibi was that the rain loosened the ground and the wind did the rest.

Duke Cochran reports that the rain

washed all the dirt and seeds out of six flats that he had planted.

Congratulations to R. J. MacMillan on his election to the presidency of the hit and miss gun club.

On the first of March W. D. Bridges retired from active service with the Department. He was first employed February 14, 1918, and has just completed eighteen years of active service. We have all enjoyed your association through these many years, Willard, and we certainly will miss your pleasant smile.

Introducing two new men to the Power Department: Sammy Van Den Burg and Norman Bremer. These men are both stationed at Plaza Sub at present.

ELECTRICAL CONSTRUCTION AND BONDING

Reports are that Ed Gregory is on a liquid diet. He has our sympathies.

Recently Nels Lane and electricians were called to Vernon Yards to repair a welder. On arriving at the scene, Nels was asked what the trouble was. He stated he didn't know just yet but if given a few minutes he would investigate. After a lapse of time he announced he knew what the trouble was and proceeded to have it repaired. On being questioned some time later what the trouble really was, he remarked, "Oh, just one of those things." According to reports to this Department "just one of those things" is a common by-word with Nels when he is in doubt.

On February 17th, D. Lacasello had to rush his daughter to the hospital for an emergency appendicitis operation. Domenico's daughter, who is 14½ years old, is progressing very rapidly at present and expects to be home very soon. She is staying at the French Hospital and her second day there she contracted the flu, but all is well now.



16th Street Coach

TOM CASEY

We welcome back to work R. H. Groves, who has been away since last July 15th with a badly twisted knee. We hope that he is entirely well now and will be able to handle his duties.

H. T. Burley is with us again after spending fifteen days at the General Hospital. He is feeling fine now and ready for anything.

We are in sympathy with S. N. Cookson, whose father was killed in an automobile accident on February 23d.

E. R. Martin of the Wilshire Line has been in the California Lutheran Hospital since the twenty-fourth of January but will be back with us soon.

D. L. Gladwell got a letter from his wife, who is in Windsor, Canada, because of the sickness of a parent. She told him that the thermometer has not been above zero for thirty-three days. That ought to be some consolation to us who complained about a few days of rain we had to put up with.

Somebody wants to know who Jimmie Cook is hiding from behind those new glasses.

We have with us a ski jumper who is among the champions, R. M. Whitman. He spent several days at the Lake Tahoe State Ski Meet last month but we have not yet heard from him as to how he rated. We do know that he very nearly got snowed in up there where many people were marooned for several hours.

B. Claunch was in to see us the other day. He is now with the City Fire Department. He joined that department at the same time that J. G. Hemstead left to become a "smoke-eater."

J. M. Ferris spent two dollars to get on the extra board. Later he picked a regular run, and now he is willing to give the same two dollars to anyone that will give him back his old job on the extra board.

Now that the "Irish Express" Wilshire Line combination has been broken up, due to Jake Hemstead's being appointed as a fire-eater for the city of Los Angeles, Zem Singer says he will pair up in the next shake-up with either "Sugar-Foot" Barstow or "Lever-Lip" Epp. His choice depends entirely on which one bids the highest for a good wooden Indian on the rear end of the coach.

A lady asked one of the new conductors on the Wilshire Line if he had a "Citrus" street on that run. His reply was that he would let her off at Orange street.

"What-a-man" Kresge and "Bird" Hensley have not been getting their supply of pound cake and spaghetti lately. It seems though that there is some one who is able to inform them about the sudden lapse in hospitality, and wishes to say that there is a certain tall, dark young man on the extra board who is stealing their victuals.

"Lever Lip" Hensley (it is said) is complaining about lack of publicity, and is jealous of D. Artignac Wood's being so much in the light. It has been suggested that Hensley take heed of Wood's attire.

Gerald Singer, son of Lou Singer of the Coach Division, had a chance to show his art in dancing at the Orpheum Theater for a one week stay. He has also just finished making a picture with Dickie Moore and Pinkie Tomlin in "The Little Red School House," at the R. K. O. Motion Picture Studio. It looks like a big future for the young man.

Ernie Irvin of the Whittier Line is a man of short acquaintance. His last one happened at MacDonald Street and ended at Kern Avenue.

GARAGE

C. B. Lindsey hopes that the farmers have stopped praying for rain.

F. O. Rowbottom and family took a trip to Death Valley over the Washington Birthday week end. They brought back some good specimens of rock that was in formation long before the first signs of life were on this earth. They brought other rocks that showed of the time that the great valley was part of the ocean, and the mountains about were but tiny islands. It was a pleasant trip and enjoyed by all.

Harry Nordmark has a pass that lets him in through the windows of some of the popular clubs in town.

Ed Graham is looking for a job in the

towel supply company. We believe the incentive to be a "Red-head."

Some people like cigarettes with their coffee, but did you ever try one with your soup? Paul Wood is the innovator.

Jimmie "Omar" Deam is fighting street cars for Sunday morning recreation.

The great gambler, Mrs. Rippert, went to the races again and came away a few dollars ahead. She must be the only one at the Garage that has the real system for winning on the horses. However, it is strange that when anyone else tries the same way of picking the winners they always come away broke.

Harry Lane is cultivating a mustache that is truly not a thing of beauty.

The Parkers spent the Washington Birthday week end chasing all over Arizona looking for a place to spend the night.

J. Smith of the Store Room was off for a few days to get a "C" inspection on his thumb. He had the thumb broken some time ago while playing ball.

If "Desert" Jones can cut his tire changing time by about one second, it will not be necessary for the coaches to stop at all, when in need of a new tire.

John Kellar is the new crooner at the Garage. He makes a nice serenade out of "The Music Goes Down and 'Round."

G. Holmes' car broke down on him while on a trip some time ago. George is the man that has a perfectly good horse out at his place and it has been suggested that he use the horse and leave that car at home.

N. Lane has been transferred to the Electrical Department to take the place of B. Walters, who has gone out on the floor. Bob Hinze is now in the Garage and "Stubby" Aldridge has taken his place on the road.

C. B. Lindsey went swimming in the ocean on one week end last month, when the water in the bath tub wasn't any too warm for most of us.

The Decker family spent the last holiday week end at Palm Springs.

Ned Frymote won the gun that was raffled off by Dean Ovard of the Garage. Ned is the boy that sold the winning ticket on the Irish Sweepstakes a couple of years ago.

Who is the sheik who occupies the telephone booth at the Coach Division for the entire noon hour? It would be nice of him to save some of that "line" until he goes to see the girl.

Earl Peteway—the "one man rooting section" for the noon time ball game.

H. A. Crocker is still at the California Lutheran Hospital. He is getting along well and is always ready to welcome visitors.

Roscoe Kirkwood lost the rear pocket of his coveralls while they were at the laundry. However, he found it was used as a patch on the knee.

Bob Hinze tried to make a boat out of his car during the recent rains, but the car did not have a rudder and refused to go.

Somebody wishes it to be made known that the real name of George Holmes is "Gunnard" Holmes.

Harry Nordmark has been bragging a lot about his countrymen walking away with the Winter Olympic sports. Somebody mentioned something about a "Swede on skids."

The new men at the Garage are: T. V. Davis and W. Manigault at the Wash Rack, and H. Smith and W. Trombley in the Mechanical Department.



D. S. COBURN

An epidemic of fever is about to envelop the employes of the Los Angeles Railway, the Los Angeles Motor Coach and Los Angeles Railway Coach Divisions—that is the baseball fever. It was voted by the League to have one team to represent the Los Angeles Motor Coach Company and the Los Angeles Railway Coach Division. The team will be composed of players of the Coach Division, Wilshire and Virgil Street. Anyone interested please get in touch with W. S. Henderson. The season is scheduled to open March 15th.

With this writing we have six new operators breaking in. They are: J. N. Martin, W. W. Cooper, F. W. Creed, K. M. Annis, R. E. Bice and J. T. Matier.

E. B. Ramey is on a leave of absence, having been called east due to the serious illness of his father.

C. E. Lidamore is back on the job after having been quarantined with his family for twenty-one days for scarlet fever.

R. E. Russell, your former "Scribe," is on a leave of absence. It is rumored that he has the gold bug again and is prospecting in the wilds of California.

"Keep 'em Rolling Terry" played nurse maid to Coach 614 the other night. He rode the running board in from Laurel Canyon, tickling the carburetor to keep it going until Mechanic Cull could find them.

The other day a passenger boarded a Sunset Coach and offered a hundred dollar bill for a 10 cent fare. To the surprise of the passenger, the conductor peeled off the change in a nonchalant manner. A good idea for conductors, don't you think? Or don't you?

New schedules have been put into effect on Sunset Boulevard, Vine Street, Vermont Avenue, Silver Lake and Olympic Boulevard, additional service having been put on on most of the lines.

The L. A. M. C. Rifle and Pistol Club, in holding its quarterly banquet, celebrated the birthday of Mr. Patton. At the conclusion of the meeting Mr. Van Vranken presented Mr. Patton with an electric clock in behalf of the Club.

To all appearances our class in Highway Transportation has gone co-educational. The co-eds who put in personal appearances at the class were Miss Christenson, Miss Hughes, Miss Williams and Miss Cohen. This proves that there is

something of real interest to be heard when you attend.

H. L. Thompson, Shop Foreman, finally got rid of his 1918 vintage Willys-Knight and is now driving a new Plymouth.

Dick Tubb, B. J. Wallen and H. Buttram are on sick leave from the Mechanical Department.



F. ARLEIGH FRAZIER

Warren Brown says he would appreciate it very much if the Auburn Auto Company instead of making disappearing headlights would make the front and rear fenders roll down under the wheels, and a small propeller drop down in the rear so he can get out in the rainy weather. He says he has two rivers running by his house. One backs up to his garage and the other runs out in front of the house.

NEWS FLASH! E. L. Scholes is going to run for Sheriff.

The boat that John Devlin fell off of and broke his foot must be a jinx because C. L. Nickels was working on an old car over at the boat. The car kicked the license plate up and it almost cut his throat. The boat is being repaired on account of an accident.

Miss Dorothy Prenger, daughter of A. C. Prenger of the Carpenter Shop, celebrated her fifth birthday on the last day of February. Miss Dorothy is twenty years old.

Charles Rizuto, direct descendant of Columbus, went navigating during the recent storm. Mrs. R. was doing a fine job of reading the compass from the back, but he-man Charles made a short cut—result, submersion in two feet of mud and a \$3.00 tow bill. It was nice of Charles to wade through the mud to get newspapers to provide a bystander's dog with a nice soft bed on the front and back seats.

Mrs. Dick Dwyer's mother passed away in Denver, Colorado, and Mrs. Dwyer has just returned from there. Mrs. Dwyer is well known as Miss Rohlf of the Superintendent of Equipment's Office.

Two new men in the Winding Room: W. H. Corwin and W. H. Travers.

Walter Jones is figuring on poor eyesight and his failing ability to coax deer to eat cake, for he is building a house trailer to camp longer on his hunting trips.

Tom Fowler was off sick and his wife told him not to come to work next day but he came anyway and on the way someone fell on him and broke his glasses. Moral! Always mind the wife, Tom.

Rumor has it that Felipe Carilo can sure take the punishment as he has taken on his third wife.

Cliff Dennell's car blew up the other evening and he has been blowing up every day since. Just a small smoke bomb on a spark plug.

Joe Geiger was off sick a few days.

William Manigault and Tom Davis were transferred to the Garage nights.

The rosy complexions of Andy Anderson and Otto Purcell are blossoming out in great shape. Andy's nose because he forgot to take his sulphur and molasses, and Percy's nose because he would smell a nice pretty flower that had company.

Griff, of the Winding Room, got too near a drill press and lost a piece of his nose via the handle.



F. F. ROBEY

DIVISION ONE

Several weeks ago Jimmy Bradley drove his Studebaker coupe to work. As he was leaving, Jimmy called over to some of the fellows and said, "Well, boys, I have to drive my car down once in a while, to let you know what a good car looks like." The boys just grinned wisely. Jimmy drove all over town, through traffic signals, and finally home and into the garage and didn't know that on the back of his car, with letters a foot high, was a sign which said, "Just Junk."

W. J. Jackson recently traded his Pontiac in for a 1932 Ford sedan. He certainly has something to be proud of now.

Tommy Hartley, Ed Lock, Jimmy Phillips, Le Roy Burr and S. Lamb have been on the sick list.

Sam Ackerman is reported to be getting along nicely.

E. J. Johnson, a former cleaner, has resigned and accepted a position in a Southern California steel mill.

Just why the Division One Storekeeper can have rubber tired rollers on a desk chair that has recently been repaired, will have to be checked up.

Watchman J. C. Phillips has at last returned to duty, after several weeks of illness—and glad to be back on the job.

DIVISION TWO

George Ramsey had to let the flu bug bite him and lost a few days last week. Better wear that new hat, instead of going bareheaded, George.

L. H. Scudder was also absent a few days, on account of his wife's illness, but is back on the job again.

Watchman J. A. Simpson passed away suddenly on February 10th, from a heart ailment. He joined the Mechanical Department on October 2, 1909. Our sympathy is extended to his wife and many friends.

Now that the annual shake-up is over, we find that Watchmen R. D. Starling, A. G. Richard and George McCay have gone back to their first love—flagging. And Louis Larson has gone to the Lost Article Department. Louie thought he might as well take the job steady, instead of being called frequently to help them out.

Henry Hazen, H. F. Reinoehl, J. S. Peach and Ed Baker are the new Watchmen. Welcome to our gang, boys.

If you happen to notice a dignified looking fellow in a nearly new Ford V-8 car, driving up or down Central Avenue, with

a big cigar in his mouth, it isn't a new politician or ward heeler, it's just Sam Cohn showing the boys his new car. Might say we hear he still has the old 1914 Model T, which he will sell cheap or give to some needy person.

DIVISION THREE

Jack Wescombe, Night Cleaner, bought himself a Ford roadster. Be careful the girls don't pick you up, Jack.

Louis Boyer has evidently gone into the real estate business as he is buying another home.

C. G. Binkiewicz has sold out at Hawthorne and doesn't know yet where he will locate next.

A. Hamburg and family, and H. Wescombe and family went to Snow Crest over the week end just to play in the snow. Everyone reported a good time, but the snow broke down under Wescombe's weight.

A. Grossholtz and John W. Barkman are the new cleaners at this place. Glad to have you with us, boys.

DIVISION FOUR

Clifford Parker and friends went to the mountains to frolic in the snow. He reports plenty of rain, mud and fog and even a small earthquake, but no snow.

"Shorty" Johnson motored to San Luis Obispo for a week-end trip and would have made faster time, but for the fog.

Charlie Furrer has informed us that he has built a new short wave radio set. We are now awaiting some news from some foreign stations.

Raymond Scudder has traded his old "30" Chevy for a "31" model.

Jack Bradley has just bought another share in the City Hall. This time for speeding in a slow zone.

We are very grateful, especially on these cold nights and mornings, for the new hot water system in our wash rooms.

W. A. Hales, cleaner, is making a hurried trip to Salt Lake City, on account of his father having been injured.

Mrs. T. Whitaker has been away for the past few weeks with a broken wrist and hopes to be back soon.

DIVISION FIVE

Things we would like to know: Why the "Big Four" always get both benches at lunch hour. Also, who it is that drives a car, works at Division Five and was known to have lost everything he had the other night, but his head.

Another thing the boys have always worried about is just what kind of a crew "Slim" Ellis and "Red" Fulton would make, if they ever got a chance to work together. Well, anybody knows how two big poultry and rabbit men could not get along together.

So Olon Dewberry just "can't take it." Cheer up, "Crow," that's all right.

Johnnie Hale is being transferred from cleaner gang to night repairs, replacing Jack Rappe, who resigned.

Andy Duncan motored to Oro Grande over the week end and on the return trip encountered a cloudburst, and the water was so deep in places it almost floated

the back cushion out of the car. Now, now, Andy, let me tell one.



H. I. SCHAUBERT

The sympathy of the Track Department is extended to Charlie Harwood, whose wife passed away following a long illness.

The Vernon Yard Basketball Team is down but not out. The recent form reversal was the result of sickness. Though the flesh be weak the spirit is still strong and hopes are held for wins in the games yet to be played.

Don't get tough with Bill Bramlett or Ray Cooper. They might call on their gang to help 'em out, having recently joined the Naval Reserve. (To see the harbor?)

Bill Swearingen made use of the holiday last month by making a trip to Santa Anita. Mrs. Swearingen had been out earlier in the week, so Bill had a very enjoyable day on his wife's profits.

Jean Dittmar, the versatile, is now a welder.

Jack Robinson is starting off the year with a new pair of pants much to the delight of Bill Rankin and Frank South, who were somewhat ashamed of Jack's appearance when the old pair failed him recently.

Sick report for February looks like a World War casualty list. Pat Jinks, Sam Bevilacqua, Pat Connolly, Charlie Plume, Bill Weeks, Dick Brooks, Elmer Koehn, Al Curfman and Harry Snow. Influenza claiming all these. Holly Simonson thought he was a snow bird and took off from a toboggan with disastrous results to the ligaments in shoulder and leg while Cal Simmons has been placed on a strict diet and his clothes taken away for an indefinite period.

Clyde Burton and Robert Lyons are the two new watchmen who were employed to take the place of Jim Morgan, who has resigned to enter the plumbing business. Had Brother Bill quit too, the depression would have been over.

Mr. Eaton has completed a new type of midget sailboat, nine feet in length, which he expects to enter in a race from Catalina to the mainland. He is to be convoyed by the Company's newest mariner, Les Sparks, who anticipates delivery of his new cruiser in the very near future.

Ed Fleming is having invitations printed for a house warming in his new beach cottage. He requests that every one come a little early to assist in the final preparations by putting on the roof, painting the house and polishing the floors.

Mandy: Rastus, who is dat solvent looking gentleman speculatin' up and down de aisles wid de gold obstacles?

Rastus: Don's yo' organize him?

Mandy: No, Ah don't organize him. Ah's never been induced by him.

Rastus: I'se franchized you don't organize him. He's de most confiscated man in our whole diaphragm. He's de new pasture at our church.