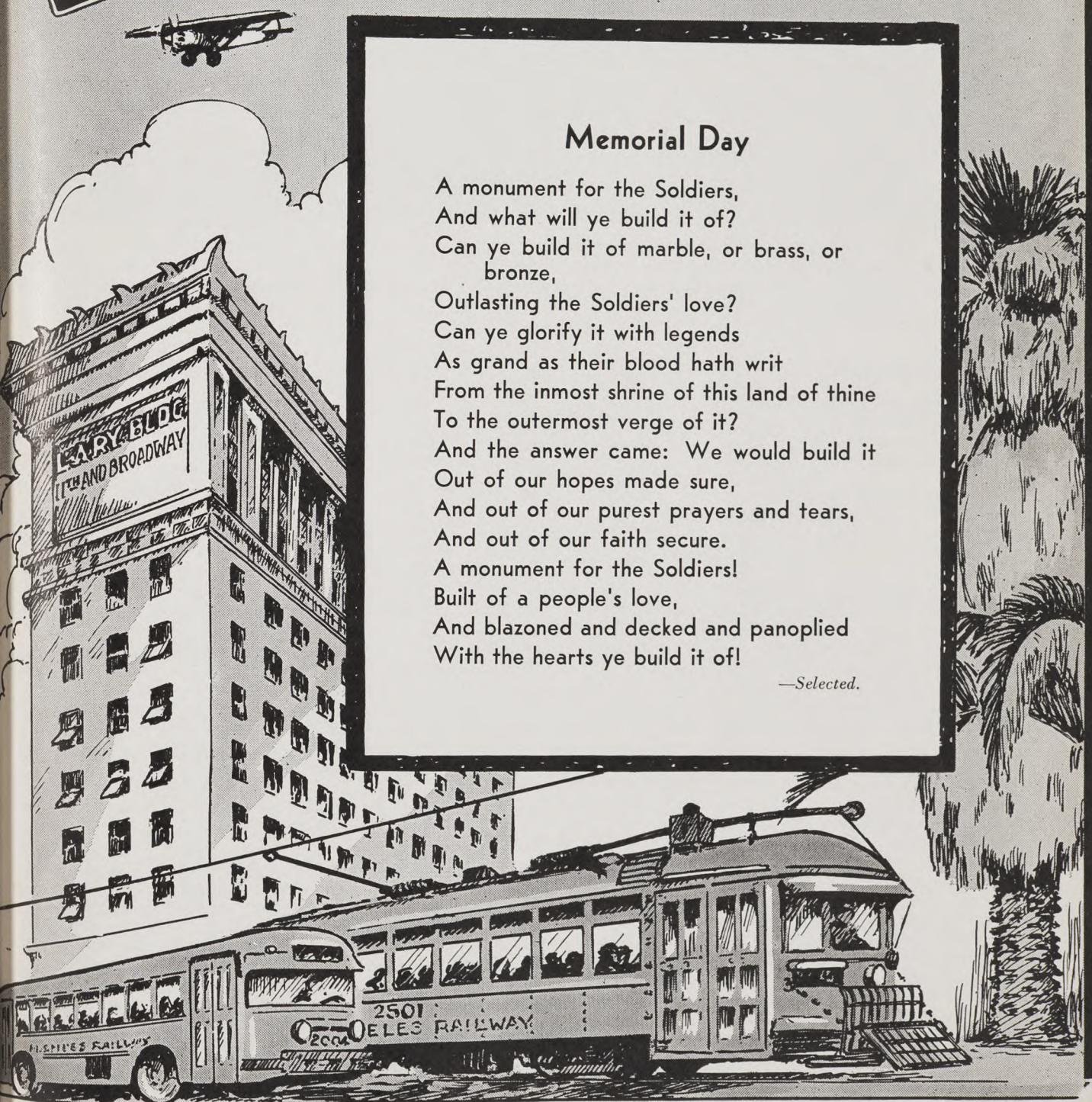


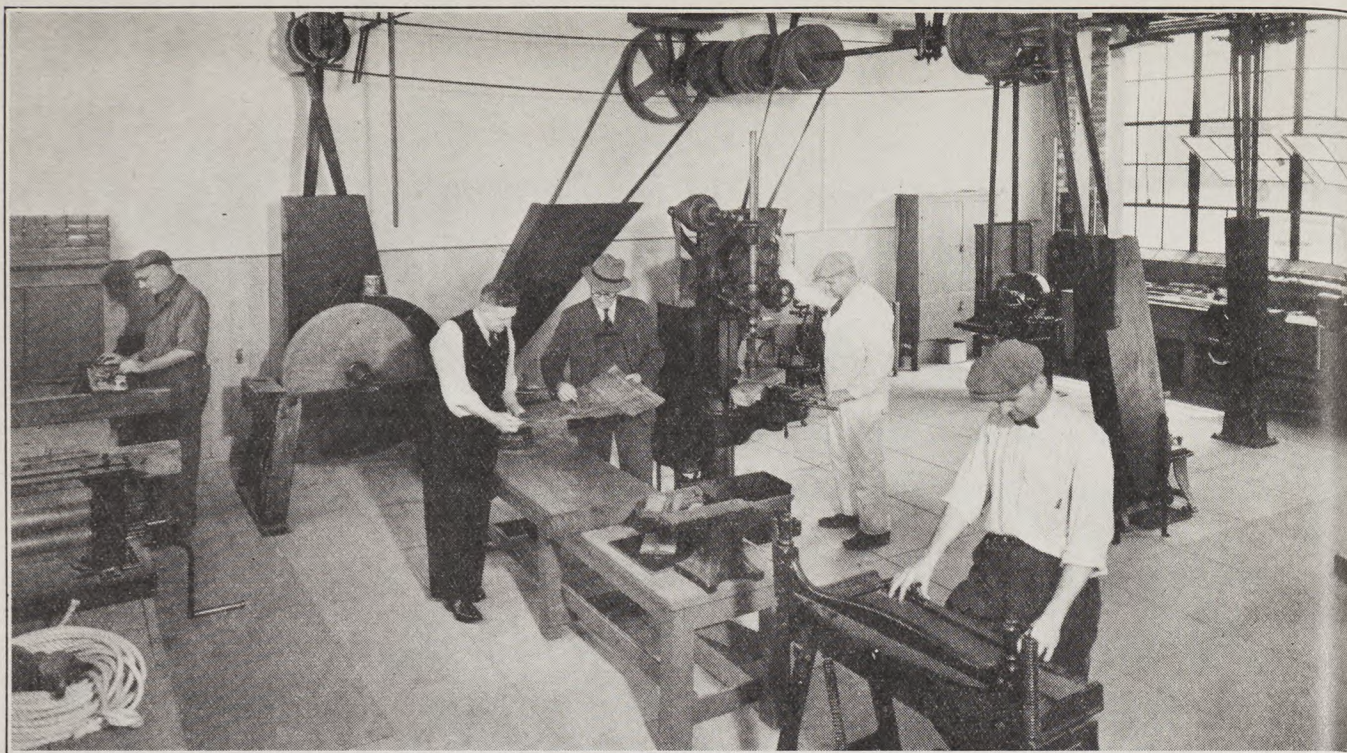
# TWO BELLS



## Memorial Day

A monument for the Soldiers,  
And what will ye build it of?  
Can ye build it of marble, or brass, or  
bronze,  
Outlasting the Soldiers' love?  
Can ye glorify it with legends  
As grand as their blood hath writ  
From the inmost shrine of this land of thine  
To the outermost verge of it?  
And the answer came: We would build it  
Out of our hopes made sure,  
And out of our purest prayers and tears,  
And out of our faith secure.  
A monument for the Soldiers!  
Built of a people's love,  
And blazoned and decked and panoplied  
With the hearts ye build it of!

—Selected.



Interior of the Machine Shop in the newly constructed Line Department Building at Sixteenth Street Yards. The men are Charles Kirkpatrick, Shopman; Homer Runyon, Emergency Truck Crew; L. B. Yeager, Superintendent of Lines; Edward Caldares, Emergency Truck Crew, and Lorenzo Crouse, Emergency Truck Crew. The Line Department is a section of the Electrical Engineer's Department.

## Activities of Line Department

By L. B. YEAGER,  
Superintendent of Lines

There are approximately sixty employees in the department consisting of six tower truck crews, a tower car crew, telephone crew, electric switch crew, pole construction crew, heavy line construction crew, a miscellaneous job crew, three emergency truck crews, supervising foremen and a line dispatcher. There are only two women connected with the department, Miss Lander and Miss Howell, who take care of the records, do general office work and keep the men's time.

The Line Department handles nearly all of their own work, hence the fully equipped machine shop. Whenever any special attachments are needed for such as light clusters, eye bolts, electric switches, etc., they are handled in our own shop, thus avoiding delay in sending these jobs elsewhere. We also repair all of our own tools as well as line material that can be used again, thus saving the company hundreds of dollars per year.

There has been considerable improvement in line materials during the past years, that even one not familiar with overhead construction

can readily see. Originally, the major portion of the system trolley wire was 4/0 iron wire, which was very brittle, causing excessive breakage. The trend then turned to 3/0 copper wire and now at present to a 3/0 Hitensso B.B. copper which has an 80 per cent conductivity compared with regular copper.

The older men in the Operating Department will undoubtedly realize what this has meant when they recall that not so many years ago two or three trolley breaks each day were a common occurrence, but at the present time when there are more than two breaks per month, the department becomes alarmed. In fact, more than a month has passed between breaks, which is quite a record in itself. The significance of this record cannot be attributed entirely to improvement in wire development, nor improvement in trolley ears or hangers, but probably mainly to a systematized method of inspection.

Inspection periods are from one to six months, depending upon the number of car passes. For instance, in the downtown area, where there is considerable service, a trolley break would cause an excessive delay, therefore that portion of the system is inspected every month, but in the outlying districts where there are fewer car passes, inspection is only twice a year.

This periodical inspection tends to keep the number of breaks to a minimum since the weak or excessively worn parts of wire and hardware are detected and necessary repairs made due to the immediate following-up of all such reports. These inspectors are so well versed in trolley wire wear that they can look at a piece of wire and determine how much wear still remains before the next inspection.

Periodical inspection has made it possible to obtain longer life and greater percentage of wear of both trolley wire and hardware, due to judgment of inspector as to whether worn wire, hangers, frogs, etc. should remain in service a given length of time before removal, especially on sections where the inspection would not be made sooner than four to six months.

The trolley break and wire expense record is rather remarkable in that we are obtaining from two to four times the life for wire than prevailed during previous years.

Another important job handled by the Line Department is the Emergency Truck Crew. These men have to be car mechanics, firemen, policemen and be capable of handling any emergency which may arise. There are three 2-men crews working eight hours each, covering the 24-hour period. They are kept very busy clearing up blockades due to automobile



Members of the Highway Transportation class banqueted by the Los Angeles Motor Coach Company on completion of the course. At the speaker's table, eighth from the left Floyd Gardner and ninth Mr. Everest of Frank Wiggins Trade School; 10th, J. Stuart Neary of Los Angeles Railway; 11th, F. C. Patton and 12th, Frank Van Vranken of Los Angeles Motor Coach Company; 13th, Capt. Gunn of the Board of Public Utilities and 14th, D. D. Canning of the Los Angeles Motor Coach Company.

## Car Rebuilding Program Begun

Large shipments are being received from local firms at South Park Shops of lumber and other materials which are being fabricated into parts to be used in the rebuilding of 118 street cars.

Men are busy making brackets, folding steps, sand boxes, wood parts for lighting installations, iron stanchions and fare box supports and numerous other parts that go to make up a modern equipped street car. Parts that can be fabricated from materials which can be bought locally are being rushed to completion by the time shipments of materials from the East are due.

Type H, two man double end steel bodied care are being rebuilt into one man-two man cars with full safety features, air operated doors, treadle exits and improved lighting.

## Line Department Continued

traffic, laying bridges over fire hose, doing temporary work during trolley breaks, repairing bad order cars, assisting wrecked street cars, derailments and even rendering first aid treatment to injured persons at scene of accident.

Although the very nature of line work is hazardous, the number of casualties is at a minimum; in fact, the department has had but one during the past twenty years.

## Highway Transportation Class Banquet

On the evening of April 20th, the graduating class of the Highway Transportation course, held a banquet in the Pacific Electric Club rooms to celebrate the completion of the eighteen weeks course which was conducted by Mr. Patton and Mr. Canning for the benefit of the Los Angeles Motor Coach Company and Los Angeles Railway Coach Division supervisors and drivers.

After the presentation of the cer-

tificates of completion, J. Stuart Neary talked on the value of education as a step to promotion and followed his talk with some of his selected dialect stories which, as usual, brought down the house.

Eighty members of the class and guests attended the banquet which was tendered the class by the Los Angeles Motor Coach Company as a reward for their faithful attendance during the course.

## Big Addition to Motor Coach Fleet

By H. G. WEEKS,

Assistant to General Manager

Orders have been placed for 15 new motor coaches, to cost in excess of \$150,000. Delivery is expected the latter part of May.

Ten 30-passenger coaches, practically duplicates of Type 17, and two 41-passenger coaches like Type 25 have been ordered from the Twin Coach Corporation. All have the engine and transmission at the rear. The latter two are for use on Beverly Boulevard Line and the others on other lines where traffic is increasing. Both types will have improved lighting, with fixtures based on the same principle as those in the later H-4 cars.

For the Los Angeles Motor Coach Company Wilshire Boulevard service, this company and Pacific Electric

Railway have each ordered three new coaches, also with rear engine, which will be practically the same as Type 37, a 41-passenger single deck used primarily in express service, and manufactured by General Motors Truck Company.

One outstanding difference is that they will be equipped with mechanical clutch and gear shift, similar to that in the latest Type 38 equipment, instead of the pneumatic control in the present Type 37 coaches.

With the delivery of this equipment the Los Angeles Railway will own nearly 240 motor coaches and, to the best of our knowledge, will then own the largest number of motor coaches operated in this state.

# News of Interest to Transit Employees

Reports from several of the Governors of the Transit Employees Association indicate that some members are of the opinion that this organization is not doing anything. If the members who ask this question could follow me day after day, they would be well satisfied that there is plenty of activity on behalf of the members.

There are many cases of members handled by your Governor which are never made public because of their nature. It might be interesting to members to know that the Governors handle everything from domestic troubles to trying to find out why shirts wear out. Some cases are amusing and some are serious. We avoid giving out any information that would be embarrassing to the member. We do, however, take every case which is brought to us and do our very best to straighten out the troubles of the member.

We are constantly trying to better working conditions of all Departments. Remember, too, that we do not get paid for this and most of it is done after we have finished our regular day's work. If it is necessary to lose any time from our work, we then get paid for this time by the Transit Employees.

Do not be too quick to criticize your Governor or the organization. After all this organization is young and we have not had an easy time gaining the confidence of the Management. I am very glad to state that at the present time we are enjoying the most pleasant relations with the Management.

In order to help the different athletic events financially, we have created an athletic fund to be built up from the entire net proceeds of the dances. This fund is to be under the supervision of the President of the Basketball League, Harry Gilmore; the President of the Baseball League, L. B. Meek and the President of the Transit Employees.

This will relieve the Transit Employees of any financial responsibility.

The next dance will be the first, the entire proceeds from which will be turned over to the athletic fund. Support this event—you will have a good time and will be aiding a good cause. For your information, there will be another barbecue this year—a bigger and better one.

See you at the dance May 30th.

W. H. HOLLENBECK,  
*President Transit Employees of L. A.*

A Transit Employees' big Memorial Day Ball will be given for the benefit of our Baseball and Basketball Leagues at our new location—Woodmen of the World Hall, 1040 S. Grand Avenue, Saturday night, May 30, 1936, 8:30 P. M.

Come out for a big time all you lovers of good music and dancing. You remember what a fine crowd and excellent time was enjoyed last time, and this one will be even better as our new location is so much roomier.

Our Transit Employees' President, W. H. Hollenbeck, has consented to assist the Baseball and Basketball Leagues financially by this means. So we are going to hold dances for the benefit of our two ball leagues.

If you love the sport of baseball and basketball, come and join us for a night's dancing and free refreshments and do your bit towards a good cause.

Music by Sweet's Transit Employees Orchestra and, as you know, plenty hot. Refreshments free, and all the good time and dancing you are physically able to take—all for 25 cents admission. Where can you beat that?

Don't forget the place and date. Come early and leave late. Be seeing you there.

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

## Vejars Fete Champs

On April 4th the members of the champion Division Four Basketball Team and their wives journeyed to Manager Billy Vejar's house for dinner. Covers were laid for nineteen and the table decorations were lovely. Miss Kathryn Vejar and Miss Ellen Cooper waited on the table and did a wonderful job.

Before the dinner was over F. Whitcomb presented Billy with a very nice trophy—a silver plated basketball on a pedestal—as a token of appreciation from the team for his work as Manager. S. T. Cooper, Governor of Division Four Transit Employees, gave a short talk and Billy Vejar responded and thanked the men for the trophy and also for the beautiful bouquet of flowers which they presented to Mrs. Vejar.

After dinner, singing and dancing were in order and everyone had a good time, including the Governor.

Many thanks to Mr. and Mrs. Vejar for a very enjoyable evening.

S. T. COOPER.

Particular attention is called to the article by Mr. Haskins in the last issue regarding our Association. A closer relationship between the Company and employees should be the result. We are very happy about this article, as it shows the keen interest taken by the Management in our Association.

The Management has always met the employees fairly and squarely, and it should be appreciated by our members.

A great deal is expected of our Association, particularly in the way of Public Relations.

We, as employees, are in the field as intermediaries; we stand between the Public and the Management, and the attitude shown by us in our daily contact with the public, not only reacts toward the Management, but it also gives us a standing in this city. Further, as you well know the reputation which we build for ourselves and the Company spreads to all corners of our country.

Our organization is listed as one of good repute, and by all means we should endeavor to keep this good standing.

Mr. Haskins and Mr. Harris look to this Association and its members to assist them in every way possible to make the operation of this Company successful and profitable. Returns of this nature rest in the employees, by strict adherence to the rules of Safety in Operation and Courtesy at any price.

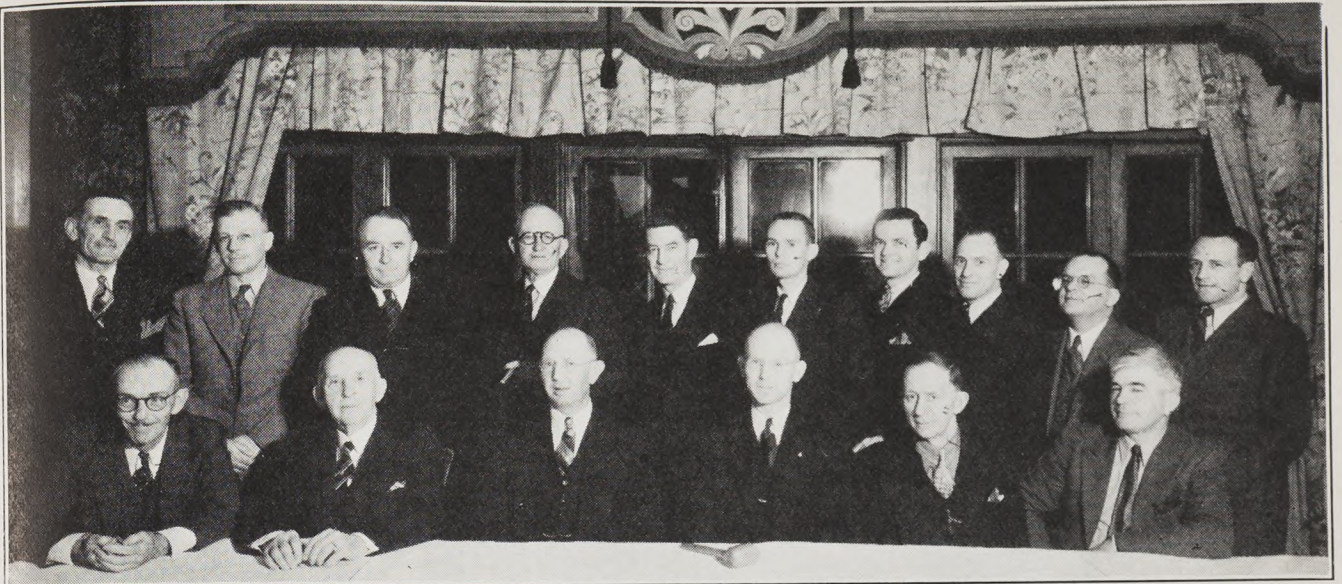
F. W. MELLENTIN, *Secretary*

## Honor Roll

Conductor Mack Booth Phelps of Division Five, was placed on the Special Roll effective April 11, 1936. Mr. Phelps entered the service of the Company as a conductor on September 23, 1914.

\* \* \*

Robert Clark Jones, formerly car trimmer in the Mechanical Department but now on the Special Roll, is proudly boasting that he recently became a great grandfather when a son was born to his granddaughter on March 18th. The little one has been named Howard Edmund La Pier. Mr. Jones came to the Company on June 15, 1903 and was retired March 1, 1930. Congratulations, Great Grandfather Jones.



Dinner honoring Past Presidents of the Square and Compass Club. The gentlemen pictured at the speaker's table are: Standing, left to right: A. A. Rex, Chaplain; Dan Healy, Past President; Phil Klingelsmith, Past President; Lloyd Yeager, Treasurer; John Collins, Past President; Walter Whiteside, Vice President; Howard Babb, Publicity Director; Harold Nelson, Dan Johnston (with the kiss-me-quick look) and J. Harold McCornack, members of the Entertainment Committee. Seated, left to right: William Mark Morgan (caught with his mouth full of B. B. shot), Past President; F. Van Vranken, speaker of the evening; Oscar Elrod, Junior Past President; William H. Morgan, President; Joe Steenrod, Past President; Frank Slaughter, Past President.

## Square and Compass Doings

On Saturday evening, April 18th, the first annual Past Presidents' night was held in the Banquet Room of the Rosslyn Hotel. A capacity crowd was on hand for this special occasion.

President William H. Morgan, after his welcoming address, introduced Past President John Collins as toastmaster. Brother Collins introduced the following Past Presidents: F. B. Slaughter, 1927; P. T. Klingelsmith, 1928 and 1930; J. E. Steenrod, 1929; John Collins, 1931; Dan Healy, 1932; William M. Morgan, 1933 and 1934, and O. T. Elrod, 1935, and candidates initiated during their terms of office. The absence of Honorary Past President P. B. Harris was caused by illness. We hope for the speedy recovery of Brother Harris. Out of town engagements prevented the attendance of Past Presidents R. B. Hill, 1925, and E. R. Dye, 1926.

A silence was held in the memory of the first President of the Club, G. J. Kuhrts, and Brother Jack Sheridan, one of the founders of the Club.

Brother Frank Van Vranken was introduced and gave an interesting talk on Free Masonry as a cure for present day social and economic ills.

Immediately following the dinner and meeting, entertainment was presented, providing a happy climax to an evening of good fellowship. The Club members send a "Thank you" to President Bill for those good cigars he so freely passed out.

Cecil B. Lindsey was present after a long absence and was kept busy greeting his many friends.

R. A. Pierson, E. C. Fleming and Julius Blum were among others who have not been present for some time.

R. D. Starling, Dave MacTaggart, Bill Marian and Duke Cochran were introduced.

Walter Whiteside seems to enjoy the easy life of being our Vice President.

The flaming personality of Kelly Holmes drew the attention of our charming songstress. Careful, Señor Kelly, "Las mujeres son peligrosas."

Charley Lewis almost stole the show with his jumping act. Grand finale coming up.

P. C. McNaughton and Johnny Avery were welcome visitors.

The month of April saw the raising of Julian Linares, Line Department, G. C. Parsons, J. M. Scantlen, Conductors of Division Three, and W. H. Lippiatt, Clerk in the office of Brother C. V. Means, to the Sublime Degree of Master Mason.

Secretary Joe Steenrod reports a heavy demand for tickets to our vaudeville show on June 6th, and requests all members to be as prompt as possible in getting in their financial returns to him.

HOWARD F. BABB, *Scribe*

## Retired Employees

About thirty-seven of the Retired Employees attended the April meeting and listened to a most instructive address by A. H. Harris, attorney for the Los Angeles office of the State Industrial Accident Commission. He talked on accident insurance as it affects employers, explaining many fine points that are interesting to property owners and contractors, and stressing particularly the distinction between contract and hired labor.

Each month we have able speakers and those who are able to attend are enthusiastic about the men who give their time to us so graciously. We regret that more of the members can not enjoy these monthly meetings.

D. L. GRAGG, *Secretary.*

## Personal

Mrs. Edna S. Rees, of General Manager P. B. Harris' office, returned to her desk April 27th after spending several weeks on the sick list. She says she is feeling fine now.

Mrs. Eva A. Murray of the Ticket Office, sailed away to Honolulu on Sunday, April 19th, to be gone three weeks.

D. L. Gragg, proprietor of the magazine and cigar stand in the Main Office Building lobby, had to return to the hospital for another minor operation. Our latest report was that he was getting along very nicely.



Division Three Baseball Team. Back row, left to right: Jack Wescombe, Pitcher; N. E. Wankier, Pitcher; L. B. Meek, Utility; G. M. Woodward, Pitcher; R. W. Barnett, Catcher; B. S. Evans, Right Field; Wayne Gardner, 3rd Base; Carl Morris, 1st Base.

Front row, left to right: W. G. Schmidt, Center Field; L. E. Grubb, Utility; M. A. Triboulet, Right Field; R. P. Martin, Catcher; "Punky" Meloy, Mascot; C. E. Dennis, Utility.

## LARY Baseball

By C. J. KNITTLE

We invite your attention to the latest results in the Lary League Baseball Tournament as tabulated behind the screen at the Lary Ball Park in Vernon Yard.

The teams have just completed their seventh set of games in the twenty-three weeks series.

Never has the competition between all teams been so keen nor the ability so evenly balanced. One may conceive from these facts that the morale in all teams is excellent. A glance at the league standings at this time will reveal that any team holding first place is on a tottering throne.

The Division One lads are playing splendid ball all around, however, and stand a very good chance of winning the P. B. Harris trophy. Vernon Yard Club is running a close second and the end of the May games may find them tied with Division One for the lead.

As to the other teams, well, probably the scores and the list of standings speak louder than words. So let's look 'em over and I'll try to give you a few highlights as we go along.

### April 5th

At 10:30 A. M.: R. H. E.  
 Division Four ..... 010 300 000—4 9 6  
 Division One ..... 240 002 00x—8 6 1  
 Batteries: Hipes, Vance and Hancock; McDonnel, Baldus and Smith.

Vance pitched a nice game for Division Four but erratic fielding cost the game.

Division One played a heads-up game to take advantage of the errors.

At 1:30 P. M.: R. H. E.  
 Division Three ..... 213 010 001—8 10 6  
 Division Five ..... 000 200 100—3 8 8  
 Batteries: Woodward and Barnett; Lenninger, Nelson and Ryan.

It was a hard fought game as usual. The Division Three lads seemed to have the upper hand in the contest.

The rooting support was heavy for both teams. In fact, the largest crowd of the season was out to witness the battle.

### April 12th

The games scheduled for this date (Easter Sunday) were postponed and will be played at the end of the season.

### April 19th

At 10:30 A. M.: R. H. E.  
 Division Four ..... 011 526 30x—18 12 2  
 Coach ..... 100 000 00x—1 3 7  
 Batteries: Vance and Hancock; Bush and Coper.

Division Four went on a hitting

spree, pounding out hits in all directions. Vance starred in the stick work with four hits.

The revamped Coach Team will do much better with more practice and a little moral support. Come out to the games, you Coach people, and help your team.

At 1:30 P. M.: R. H. E.  
 Division Three ..... 000 202 000 1—5 12 7  
 Vernon Yard ..... 010 102 000 2—6 9 2  
 Batteries: Woodward and Barnett; Saiza and Sal.

The best game of the season provided a real treat for the goodly crowd who follow these teams. It was the first game of the season to go into the extra innings—a pitchers' battle all the way through.

Division Three scored one in the first half of the tenth but in the second half, Vernon Yard came back after two were out and filled the bases. Woodward walked in the run that again tied the score. The next Vernon lad struck a short hit to left field to bring in the winning run. Division Three got the short end of a 6 to 5 score.

Come out and see the games, friends. You can never tell when one of them will be a real thriller. If your favorite team does not seem to be on the winning end, perhaps it



Vernon Yard Baseball Team. Front row, left to right: George Manriquez, Ventura Saiza, Jose Piedra, Raynaldo Espana, Salvadore Manriquez. Standing, left to right: Jose Saiza, James Ramos, Bill Bramlett, Captain; Salvadore Burgos, Manuel Salcido, Marcello Saiza and W. J. Fisher. Bert I. Schaubert, Manager of the team, was too modest a violet and failed to get into the picture.

only needs but one thing, your moral support.

#### April 26th

At 10:30 A. M.: R. H. E.  
 Division One ..... 000 010 001 00— 2 8 3  
 Vernon Yard ..... 001 000 001 01— 3 13 4  
 Batteries: McDonnell, Baldus, Means and Smith; Burgos and Sal.

Another real battle for League honors—eleven innings of excellent playing. Over three hundred fans joined in the final applause to the players of both teams for their splendid game.

Vernon Yard's second baseman, Joe Saiza, made the winning run with a three base hit into deep left field, scoring on an infield hit from the bat of Short Stop Ramos.

At 1:30 P. M.: R. H. E.  
 Coach ..... 000 011 20x— 4 7 5  
 Division Three ..... 300 441 70x—19 13 3  
 Batteries: Kinley, Gilmore and Gleet; Westcombe, Woodward and Barnett, McCarter.

The Coach lads played hard to make a creditable showing and, with the exception of three innings, played a very good game.

#### May 3rd

At 10:30 A. M.: R. H. E.  
 Division Five ..... 001 000 212— 6 9 4  
 Division Four ..... 100 003 201— 7 9 1  
 Batteries: Huntook, Beale and Ryan; Vance and Thorman, Hancock.

It was a pitchers' battle from beginning to end. Both teams played a hard game. No sensational plays were

recorded. Left fielder Hipes scored a homer for Division Four in the seventh inning.

Superintendents L. L. Wimberly, T. Y. Dickey and George Ferguson were among the spectators.

At 1:30 P. M.: R. H. E.  
 Coach ..... 000 003 0— 3 5 3  
 Division One ..... 012 700 x—10 11 0  
 Batteries: Konkle, Flannery, Dossey and Tudor, Coker; Newbern, Hedrick and McDonnell.

Catcher Coker of the Coach Club scored a homer in the sixth.

#### LEAGUE STANDINGS

	W	L	Pct.
Division One .....	4	1	.800
Vernon Yard .....	3	1	.750
Division Three .....	3	2	.600
Division Five .....	2	2	.500
Division Four .....	2	3	.400
Coach Division .....	0	5	.000

### Fan Dines Team

By C. J. KNITTLE

Mrs. Ann Kuhle, a friend of the Division Four Baseball Team, treated the members to a turkey dinner at her home for winning the game against Division Five on May 3rd. Left fielder Hipes was also given one free meal each day for seven days at Mrs. Kuhle's restaurant for scoring a homer in the game.

### Finances for Leagues

A matter of interest to Baseball and Basketball Team Managers, Captains, members of the teams, and everyone concerned in the welfare of both Baseball and Basketball Leagues:

The Transit Employees Association will, in the forthcoming dances, concede the entire net proceeds of the same to the Baseball and Basketball Leagues, to be equally divided. This should be of special interest, due to the enthusiasm in the Basketball season just past and the Baseball tournament now in progress, and the brilliant prospects for the 1937 season for both sports.

We solicit your patronage at these affairs, and assure you of our appreciation.

A little cooperation with the representatives at your home Divisions will insure you of good entertainment and clean competitive sports.

Give your team a little support and see what a big difference it will make in the efforts of your athletes.

Thanking you for the past, and expecting to see you at the next dance—Memorial Day, May 30, 1936. Watch your Division bulletin boards for full particulars.

L. B. MEEK, *President*,  
 L. A. Railway Baseball League,  
 H. W. GILMORE, *President*,  
 L. A. Railway Basketball League.

## Equipment Men Meet

The regular monthly meeting of Foremen was held on April 11th.

Chairman W. C. Brown explained that as this was to be a continuation of the last meeting, he would expect a ready response from all those who had not presented a paper at the former meeting.

The following subject were chosen: J. M. Spearing: "Learning a Trade Thoroughly".

I. C. Gordon: "Scale on Valve Seats of Governors".

Jos. Gordon: "Kettleman Hills Gas Projects".

H. A. Longway: "Width of Standard Gauges on Railways".

J. M. Cook: Explanation of Air Equipment on Car 1201, illustrated with Blue Prints.

W. T. Brown spoke of the subjects that had been discussed at both this and former meetings and stressed the necessity of educating the men for their work.

C. B. Lindsey: "The Problem of Securing Suitable Garage Help."

W. W. Aldrich: "The Problem of Securing Brake Men."

F. T. Burchett: "Report of Accident Committee".

E. C. Muse: "Bulkhead Doors", Car Wheel Treads, Trolley Bases and Car Windows" offering the following suggestions:

(1) Make a deeper depression in track at open position of door.

(2) Cut door track pulley to have a one-half inch flange.

(3) Have Cast Iron Car Wheels with straight tread instead of tapered as at present.

(4) Trolley Base to be set in rubber to eliminate rumble.

(5) Screw window frames of bulkhead and end windows of B and C cars to body to prevent rattling.

C. H. Heywood: "Car Seats" suggesting that the Divisions be allowed to paint the natural wood finished seats on certain B cars to improve their appearance; also, that Route Signs be painted and inserted on C Inspection at the Shops.

H. E. Jordan, Superintendent of Equipment, replied to the question of refinishing the car seats by instructing the Foreman of the Paint Shop to prepare definite instructions for the Division Foremen for doing this work and asked their expression as to the probable amount of work they could do on them, in addition to the regular cars that would come in periodically for C Inspection. He also stated that Route Signs would be repainted and inserted on C Inspection as requested, but Dash Signs would continue to be handled as at present.

The Accident Board was ordered to

be put up as suggested and any new idea in the use of same to be forwarded to the Accident Committee, which, he said, would be a permanent Committee.

William T. Brown was announced as Chairman for the next meeting and he responded by naming "The Human Element" as the topic of discussion.

J. E. STEENROD, *Secretary*

## May Anniversaries

L. J. Turley, Electrical Engineer, starts his thirty-fourth year with the Company on May 11th, as he entered the service in 1903. H. L. Snow, Storekeeper at Vernon Yard, has been with us since May 5, 1902, and three Flagmen have been here thirty-three or more years, J. J. Brannick since May 14, 1900, J. A. Lawler since May 28, 1902, and H. Dean since May 25, 1903.

## B. F. Kyser, Take a Bow

"Motorman No. 1764, operating one-man car No. 8, last Friday at Seventh and Spring stepped from his post to help aboard a cripple, then waited until he was seated before starting his car . . . accept our theoretical nosegay, please."

This item appeared in the Illustrated Daily News on Monday, May 4th, under the column "Town Talk". We are publishing it not because such acts of kindness and courtesy are unusual on the part of our trainmen, but because they are so seldom given any publicity.

No. 1764, who received the "theoretical nosegay" is Operator B. F. Kyser of Division Five.

## Boys Tour Shops

A group of twenty-one boys started their observance of Boys' Week by taking a trip through our South Park Shops on Monday, April 27th. The boys were in charge of Walter Brown, Rex Guignard and W. T. Reynolds, who gave them as much information regarding the equipment end of the street car business as was possible in the few hours of their visit.

Another group of boys were shown through 16th Street Garage and Shops by C. B. Lindsey and given much inside information about the automotive equipment end of the transportation system.

# TWO BELLS

Published monthly for the  
employes of the  
Los Angeles Railway

JANET C. McNEILL

Publicity Manager and Editor  
200 Los Angeles Railway Building

Vol. XVII

May, 1936

No. 5

## Popular Couple Wed

The Wilshire Wedding Chapel will be the setting for the marriage of Frances Jane Petty of the Auditing Department, and John K. Wilson (better known in the Company as Jack) of the Maintenance of Way and Structures Department, on Friday, May 29th, the Rev. C. E. Dunn officiating.

The bride and groom, both very popular in the Company, will leave in the Willys immediately after the ceremony for a two weeks honeymoon trip to San Francisco and the Yosemite, returning to work June 15th.

Mr. and Mrs. Wilson will be at home to their friends at a place to be announced on their return.

We all join in hearty congratulations and best wishes for a long and very happy life together for these two.

## Sympathy Extended

Jack Junior, four year old son of Supervisor and Mrs. Jack Carlin, passed away April 21st after an illness of three weeks. Funeral services were held on Thursday, April 23rd, and the four pallbearers were all sons of Mr. Carlin's fellow Supervisors. The deep sympathy of all goes to Mr. and Mrs. Carlin in the loss of the little one.

Two of our fellow workers, both employed in the Auditing Department, lost their wives through death during April. Florence Reid, wife of Albert James Reid, Timekeeper, passed away April 2nd, and the wife of Roy Edgar Newmark, Clerk, passed away on April 17th. We all extend deep sympathy to these two bereaved men.

## Lost

A Ball Standard Railroad gold case watch on leather chain, at Vernon Yard Ball Park on April 26th. Finder please notify Motorman H. C. Brentner, Division One.



## Veterans' Club

The Order of the Sword met at Patriotic Hall on Monday, April 27th. The meeting was opened by Commander Coulter for the purpose of regular Club business. E. R. Dye, Manager of Transportation, was made an honorary member of the Club and presented with a Club cap and sword emblem.

The chair was then turned over to Grand Master Deane and Order of the Sword business was attended to. Comrades Lewllyn and Morgan of Division Three, Lund of Division Five Mechanical Department, Bolding of Division Five and E. R. Dye then received the first section of the degree. Lund and Morgan were chosen to take the "works" in the second section, which they sure did. Everyone enjoyed the fun and no great harm was done to the candidates.

Each of the newly elected members gave a little talk which was followed by some entertainment put on by Comrade Hollenbeck, who is also President of the Transit Employees. The evening was enjoyed by all present. Just about the time we were ready to head for the dining room Mrs. Helen Frost brought the Auxiliary into our room and had a short program arranged for our benefit, which was of the best. Coffee and cake were served in the dining room and the evening finally came to a close about midnight.

Watch for your next Bulletin, it will explain all about the Cabaret Dance which will be held the 23rd of May at Patriotic Hall. Remember the last one we had? If you attend one you'll never forget it.

H. F. NELSON, *Adjutant*

## Auxiliary

The regular meeting of the Los Angeles Railway Veterans' Club Auxiliary was held on April 27th and two new members were initiated.

After the meeting we joined the men in their clubroom, where a lovely entertainment was given in honor of the birthday of our Standard Bearer, Helen Frost. This was followed by the usual refreshments in the dining room.

A committee was selected to complete plans for another elaborate Cabaret Dance, to be held on Saturday evening, May 23rd, in the large dining room, Patriotic Hall. Like the previous Cabaret Dance, there will be good music, lots of refreshments, a marvelous floor show, and door prizes. Everyone is welcome, so be sure to bring all your friends. Tickets are on sale now at all Divisions.

ELLA M. HOYLE, *Secretary*

## Bowling

By CHAS. H. HARDY

The final game of the Winter League at the Luxor Bowling Alleys, 43rd and Vermont, in which the Transit Employees' Team has been competing, was played Thursday evening, March 26th, with the Transit Employees' Team finishing up in first place.

There has been a fine display of good sportsmanship from all the teams, and Captain Ed Fleming says the winning was due to the faithful attendance and consistent rolling of the boys on the team.

Competition has been keen during the entire series of twenty-seven weeks and it was not until next to the last game that the point was won that cinched first place for the Transit Employees.

The team wishes to express their appreciation to the Association for its sponsorship, and are glad that they were able to bring home the bacon. Each member of the team is to receive a belt with a silver buckle bearing his initials on it, as a trophy.

A final sweepstakes evening was held April 2nd at the Bowling Alley at which time refreshments were served to participants and their friends.

The team was composed of: Fred "Mexican Strike" Bock, Wes "Head Pin" Nolf, Steen "Spare" Parker, Doyle "Three Point" Rishel, Ed "Nine Pin" Fleming, with George "Soft Ball" Oliver as utility man.

Ed and Doyle, not content with one win, stepped in with the Johnson Pump Company team at Manchester and Broadway and helped to win first place there as well.

More bowling next winter folks, and with the same success, we hope.

## Robert Bower Receives State Appointment

Conductor Robert W. Bower, of Division One, has left the Los Angeles Railway to accept a position as group supervisor and instructor, specializing in automotive mechanics, at the Whittier State School for Boys at Whittier.

Mr. Bower should be very successful in this new work as he is extremely fond of boys, and nothing delights him more than to bring out the good in a young chap.

When J. B. Lair, Foreman of Division One, organized the Boy Scout Troop through that Division a few years ago, he chose Mr. Bower as Scoutmaster. How well Mr. Bower filled that post is best demonstrated by the splendid growth of the Troop

## Bull's-eyes and Misses

There will soon be a change in the lineup of our Club. Last month each member received a ballot on the question of keeping the Club intact or affiliating with the Centinela Springs Revolver Association. The members voted 14 to 1 in favor of joining the Association. This was caused mostly by lack of finances.

By joining the Association we keep our identity together with some fifteen other teams in an Association of around two hundred members with enough funds to pay for range, targets and trophies. The Centinela Springs Revolver Association will use the range in Centinela Park, Inglewood, and can afford to put in lights for night shooting, thus giving much more time for practice and Sundays will be reserved for contests.

It will take about a month for the change to be made and contests will then be held among the various teams in the Association for local championship. Sunday, April 26, 1936, there were five teams in competition and the LARY Silver Bullet team won first place with a score of over 1250. This is the first time we have won first place. Stay with it, boys, and may the best team win.

Our final meeting as the Los Angeles Railway Rifle and Pistol Club will be held on the fourth Thursday in May, at which time all ammunition and funds on hand will be prorated among the members in good standing with dues paid up to Dec. 31, 1935. Army rifles will be returned to the War Department and our Club closed. We then start in as the Los Angeles Railway Pistol teams in the Centinela Springs Revolver Association.

I will send in news on further developments as they occur.

LESLIE F. SPARKS, *Secretary*

## Our Sick Folks

By R. A. PIERSON  
Superintendent of Personnel

During the month of April, there were 19 employes confined to the California Hospital, which represents 101 hospital days. The cost of the hospital service was \$585.00.

J. E. Bourland, Motorman, Division Five, started on the sick list with la grippe but finally landed in the hospital. He has been quite ill, but we hope for a speedy recovery.

A. W. Genge, Air Brake Repairer, Mechanical Department, is still confined to his home, although he feels that he is improving.

M. S. Jacobson, Motorman, Division One, who sustained a fractured knee last March, has the cast off and is getting around now with the aid of a cane.

J. MacFarlane, Motorman, Division One, who has been sick since February 24th, expects to resume duty in the near future.

S. A. Ackerman, Car Cleaner, Division One Mechanical Department, who was injured in December, is getting along fine but it may be a couple of months before he is able to resume duty.

G. M. Dickens, Carpenter, Mechanical Department, had some teeth extracted which have given him some trouble but he is now beginning to improve.

C. N. Reddick, Conductor, Division Four, is improving, but rather slowly he thinks. He will have to have patience.

F. Weir, Conductor, Division Five, has been on the sick list for some time, and his improvement is very slow.

L. N. Kelley, Operator, Coach Division, who was operated on recently, is home now and expects to return to work soon.

J. F. Burke, Load Dispatcher, Power Department, is feeling much better and hopes to return to work soon.

L. T. DeVol, Conductor, Division One, has been off since the middle of March on account of influenza, but shows great improvement.

G. W. Coulter, Motorman, Division Five, who has been sick since April 1st, feels that his improvement is rather slow.

Miss Alice Fraser, Stenographer, Claim Department, is on a forced vacation on account of illness. She is recuperating in the mountains.

H. Gorton, Motorman, Division Five, who has been sick since March 25th, is improving and hopes to return to work soon.

H. E. Wooden, Conductor, Division One, who has been off since February 3rd on account of an injury, is out of

## Births

Conductor C. A. Bell of Division Four proudly announced the arrival of a handsome baby boy on March 31st. The little gentleman weighed seven pounds and six ounces and has been named Dewayne Edward. Our congratulations to you, Daddy Bell.

\* \* \*

Another million dollars worth of home-made sunshine arrived at the home of Conductor Gordon Cooney on April 22nd. It was a winsome baby girl who weighed seven pounds and thirteen ounces. Conductor Cooney is also a Division Four trainman. They have named the baby Donna Lee. Our best wishes to you and yours, Gordon.

\* \* \*

Another increase in the population was recorded at Division Four on April 24th. Conductor Fred Jewett is now the daddy of a bouncin' baby girl. The little one weighed seven

---

the hospital. During his stay at the hospital he had his tonsils removed.

W. H. Thun, Car Repairer, Mechanical Department, who was injured last December, is improving slowly. He still has to wear a brace. It doesn't take long to get injured but it does take a long time to get well.

R. C. Robson, Flagman, Transportation Department, remains about the same, showing very little improvement. We hope that he will begin to improve soon.

C. J. Simmons, Derrickman, Way and Structures, has been on the sick list since February 17th, and has shown some improvement.

E. Kasal, Motorman, Division Five, feels that he is improving, although it has been rather slow.

M. C. McGivney, Safety Operator, Division One, who had the misfortune to fracture his knee last March, is out and around but it will be some time before he is able to return to work.

W. E. Marsh, Conductor, Division One, who was injured when struck by an automobile recently, is around on crutches. Fortunately there were no broken bones.

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

During the month of April, there were 139 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

pounds and seven ounces and has been named Mary Jeannette. Our hearty good wishes to baby and the happy parents.

\* \* \*

We have heard that Motorman and Mrs. J. H. Montgomery are the proud parents of a baby girl born during the latter part of April. Congratulations! Motorman Montgomery is a Division Three man.

\* \* \*

After nine years of telling other parents how to raise their children, and wondering how they would handle one of their own if they ever had one, Mr. and Mrs. W. A. Pinder are now faced with that very problem. It's a girl who arrived April 14th. Mother and baby are doing nicely, and, according to the latest advices, the father will recover. Mr. Pinder is of the South Park Shops.

\* \* \*

Jimmie Ross of Division Five Mechanical, came to work the other morning carrying a box of Red Dot cigars and announced that he was the father of a nine pound, three ounce baby girl, born that morning. Her name is Ann Shirley. Wife and baby are doing fine in the Stork's Nest in Inglewood. Congratulations, Jimmie, and thanks for the cigars.

\* \* \*

Jack Ellis, Serviceman on the second shift at the Sixteenth Street Garage, reports the arrival of a seven pound, fourteen ounce baby girl, Jacqueline Gail, on April 5th. Thanks for the cigars, Jack.

\* \* \*

S. O. Reese, Wilshire Coach Operator, announces the arrival of an eight pound son equipped with a powerful pair of lungs.

\* \* \*

There was a new arrival at the home of Conductor E. O'Neil, of Division One, on March 7th. It is a cute little boy, weighing five pounds and five ounces, and his name is Edwin Gardner O'Neil. Mrs. O'Neil and baby are doing fine and so is the father.

\* \* \*

A future baseball player arrived on April 9th. His name is Richard Clayton Means and he is the son of Conductor R. B. Means, Captain of the Division One Baseball Team. Means is undecided whether to make a pitcher or a first baseman out of him.

\* \* \*

Conductor G. W. Sterrett, of Division One, has a new beautiful little daughter with a beautiful name, Joan Lucille Sterrett. She arrived on April 14th and Papa Sterrett is the happiest papa in town.

Conductor Charles E. Kriss of Division Four is also very happy over the arrival of a husky baby boy at his home on April 26th. The little one weighed exactly eight pounds and has been named Charles Lytel. Our sincere best wishes are for the baby and its proud parents.

\* \* \*

"Br-r-r-r-r-ring!" (That's the telephone)

"Hello?" (That's us)

"This is Doc Stork." (Gosh, it's Doc Stork again!) "I dropped in on the Walter Welch's on April 30th and presented them with a sweet little baby girl. It weighed six pounds and twelve ounces. They named it Phylis Rosalind. Mother and daddy overjoyed."

Walter Welch is a Division Four motorman. Our hearty congratulations to you, Walter.

\* \* \*

#### Correction

In the last issue of Two Bells the birth of a son was credited to the name of Les Serabia. It should have read Les Harrier. The item in correct detail is as follows: H. (Les) Harrier, of the Garage, announced the arrival of a son, Ronald Edwin, weight ten pounds, on March 19th. Thanks for the cigars, Les.

Ed Serabia had considerable explaining to do regarding this error.

## Journey's End

Motorman Wallace I. Ford of Division Three passed away April 1, 1936. He was employed as a motorman at Division Three on May 18, 1934. Mr. Ford was a native of New York City and is survived by his widow and a daughter.

\* \* \*

Ellis Harry Lee, Car Cleaner of Division Four Mechanical, passed away on April 9th. He was born in Council Grove, Kansas and was employed by the Company as a car repairer April 26, 1926, changing to car cleaner September 16, 1932. Mr. Lee is survived by a daughter and three sons.

\* \* \*

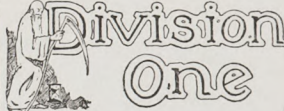
Milton Cecil Howard, Conductor at Division Five, died April 21st. He was a native of Franklin County, Texas, and entered the service of the Company as a conductor on January 3, 1930. Mr. Howard has a brother still in the service.

\* \* \*

David Frame, of the Special Roll, passed away April 27th. Mr. Frame was born in England. He came to the Company as a car repairer on May 6, 1913, was appointed watchman November 16, 1928 and was placed on the Special Roll October 15, 1930.

## Appreciations

Acknowledgments for beautiful floral offerings and expressions of sympathy extended to them in their recent sorrow have been received by the Company from: Mr. and Mrs. Leslie Lee, Mr. and Mrs. Leland Lee, Mr. and Mrs. Arthur Lee, Mr. and Mrs. Leslie Bummer and Willis J. Lee; the Howard Family; Mrs. Archie C. Campbell; and Mrs. Scholey and Family (for David Frame).



H. N. COLE

Just to show that no partiality is shown in this column, and for the purpose of rendering some assistance to two of our outstanding motormen, Messrs. L. G. Nethersole and C. N. McMullin, in the matter of broadcasting the incident, a boner pulled by the Scribe of Division One will be related. It all happened during the last general choice. Immediately before reaching the Scribe's name on the list, he ran over to the schedule to get some data on a good looking run that was still open, and for some unknown reason he inspected the old schedule instead of the new one, and suffice it to say, there was a vast difference between the two. Well, he got the run and thus far he has no reason to regret it.

This cute little fellow is Kenneth Earl McCabe, six month old son of Motorman E. W. McCabe of Division One.



Although the rainy season is apparently over, we have it from an authentic source that Conductor Ed Urban has put in an order for a new pair of rubber boots. For particulars see his motorman, Dave Rogers.

Conductor Sam Goslee, it seems, got a little behind with his smoking and sometimes smoked when he really shouldn't have, so by request he took three days off to catch up.

When Motorman F. Johnston does a thing he usually does it right so, instead of taking the usual two weeks vacation, he made application for eighty-five days, to rest up. Gee, he must have been pretty tired, if you ask me.

Next in order of length of time is

Conductor F. J. Raper, who is off on a twenty-eight day vacation.

During the month Motorman R. E. Dorsey spent eight days in Madera, California.

Conductor A. C. Nifer also took a brief seven days off just for the sake of being off and resting up.

For some reason Motorman E. G. Smith stayed home for five days and for the time forgot all about this thing we call work.

Conductors W. E. Hankins and W. E. Hodgson are off for a thirty day trip to Idaho, where they expect to have the time of their lives.

Conductor H. Van Doorne who was unfortunate enough to have his collar bone broken several weeks ago, has returned to his duties.

Motorman W. H. O'Bear has recovered from his illness and is back on the job and going strong.

Conductor W. E. Marsh has been confined to his home for several weeks nursing a severe cold. Glad to learn he is some better and hopes to be out soon.

Motorman M. S. Jacobson was seen around the Division recently on a pair of crutches. About two months ago he sustained a broken ankle while playing ball. It will be several weeks before he will be able to resume his duties.

Motorman D. E. Fletcher reported for duty on April 27th, after being off for several weeks nursing a minor illness.

Also Motorman Oscar Daniels is back with us, having recovered from a two weeks confinement on account of illness.

We notice that Motorman Nate Robinson, who has been on part time sick list, working trippers and what not, has returned to his regular run.

Motorman J. H. Johnson has sold his residence on the east side and has bought a home on Avenue 43. It doesn't seem to affect him much as he still speaks to us.

A while ago Clerk J. O. McArthur started the ball rolling when he bought a new Dodge, then Conductor Jack Boehm bought one of the same kind. Then in order to keep up with the boys, Conductor Ed Urban decided to take one of the same, and last but not least, Motorman J. O. Huffman fell in line and now he is bragging about his new Dodge.

Motorman S. D. Snyder and Conductor Y. Impusine are just as well satisfied with their new purchases, both of them having bought new Chevrolets. Who said prosperity was just around the corner? It is here from all appearances.

Conductor E. E. Sanders took four days off recently to show some visiting relatives the high spots of the city.

Motorman C. A. Kerk is reported as improving rapidly and is even talking about coming back to work at an early date.

Motorman J. McFarland has just about recovered from an attack of appendicitis, followed by the flu, and he hopes to be back with us soon.

Motorman G. W. Leslie has recovered from an illness of two months and is back on duty again.

Conductor R. I. Woodson is the first to turn in a report on his fishing luck. On Monday, April 27th, he took a deep sea fishing trip off Newport and caught ten barracuda, weighing from six to ten pounds each.



## Division Three

L. VOLNER

Motorman William Southers and Conductor B. W. Terry are two of our latest recruits into the ranks of gentlemen farmers. They are greatly enthused about the products they are raising on their small ranches in Rosemead.

For some time Conductor W. C. Love has lived in that vicinity, and to show his skill as a gardener, brought some of his beautiful roses to the office. Mr. Love says he has quite a variety of flowers, so as to have some in blossom all the time. Besides his flowers, Mr. Love also raises vegetables and chickens.

When runs were awarded to the lucky bidders, someone saw that Motorman L. E. "Snooz" Grubb had drawn one, and meeting the gentleman downtown so informed him. Street cars were too slow for Mr. Grubb on this occasion for it has been reported he ran all the way from Seventh and Broadway to the Division to see if the news was true. Sure enough he had drawn a run, and by the board where the runs were posted, stationed himself for several hours, showing all the boys that he had now joined the ranks of the "regulars."



Conductor Frank Whitehead of Division Three with his baby Dorine on her first birthday.

Conductor L. L. Sweet has been off the cars for some time learning the duties of a dispatcher. His many friends hope he makes good in that position.

"Please accept my resignation, effective May 1st." This was the content of a note received at this Division the latter part of the month, and signed by Motorman G. Dahlberg. This motorman entered the service in March, 1921, and has been a faithful employe ever since that time. He claims he is going to enjoy the remainder of his days taking it easy and indulging in a little play time.

All the old timers were glad to see Conductor Bob Leckey back on the job after an absence of several months.

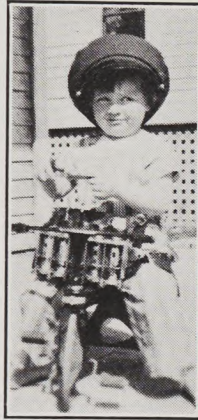
Another one of our men is trying a different line of work. Motorman J. H. York is acting as Safety Supervisor.

Conductor H. D. Grush was called to his old home in Nebraska, the latter part

of April, on account of the serious illness of his father.

Motorman W. W. Taylor is taking a few weeks rest. He and his wife are visiting various points of interest in Southern California.

Along in April and part of March, Motorman P. G. Roberts was off duty with a severe attack of the flu, but we are glad to report that Mr. Roberts is now O.K. and again back on the job.



Joan, the two year old daughter of Conductor and Mrs. R. E. Shingleton of Division Three. R. E. says she is the best little trainman in the two year class.

For some time Conductor R. C. Timmons has been in the rabbit business, and he is a very successful man in that line. He has now added chickens to his ranch, and already started off in good shape for one of his hens brought in a "litter" a few days ago.

After some time off the cars as a Safety Supervisor, Motorman C. T. Morgan has returned to his post.

It is now Operator L. E. Thompson, as that gentleman left the "W" Line where he was a conductor and took a run on the "N" Line. The boys are wondering why the change, and if some one moving out in the district served by the "N" Line had anything to do with it.

On April 16th Instructor Grant Clear was moved from his Division to work out of the Instruction Department in the Main Office Building. While he will still be engaged in the same line of work, having more lines to cover, we won't see him as much as formerly, and all the men dislike it very much for they know that Mr. Clear knows his "stuff" and also knows how to impart the same to the men.

Now that basketball and baseball are receiving all the attention of the men, the ping-pong table is not used very much for that game, but many of our motormen, who have become operators, find the great expanse of that table an ideal place to make out their trip sheets, count transfers and money, preparing their turn-in.

Don't forget the big Memorial Day Ball and Dance to be given by the Transit Employes for the benefit of our Baseball and Basketball Leagues, on Saturday, May 30th, at Woodmen of the World Hall, 1040 South Grand Avenue.

This is our chance to put our shoulders to the wheel to the price of 25 cents per person for a ticket, and to show our appreciation for the splendid work which the men who compose these two leagues

are doing to furnish us with high class entertainment of this kind.

So come on and join the big movement which has been started to finance the two worthy causes so the Transit Employes, with your help, may be able to finance the leagues during their respective playing seasons.

Don't forget the time, the place, and the date, and be there for a rousing big time.



## Division Four

C. J. KNITTLE

There was only one really interesting event at Division Four during the past month and you may be surprised when I say it was just an ordinary general choice of runs.

A shake-up, you will agree, could never be classed as startling news but when nothing more astonishing happens, then the best a scribe can do is to play it up and hope that he will get at least a big laugh for his efforts.

It was quite evident the Division Four men wanted a shake-up. We had not had a "general" since last November and, you know, sometimes we get tired of the same old run. Personally, I was suspicious that my sour-faced motorman was getting sick of looking at his monkey-faced conductor so when he said he had decided to take a run on the "H" Line, I picked a "grave yard" on the "A" Line.

The shake-up is all over now. It was held April 25th and 26th. We started on the new runs May 1st and is everybody happy? You bet they are, folks. Especially the forty-four extra men, twenty-three motormen and twenty-one conductors, who got regular runs in the shindig.

\* \* \*

A Soft Ball Team of Division Four trainmen was recently organized by Conductor H. J. Bastian and, under the managership of C. C. Boland, has been entered in the Municipal Soft Ball Association. The first practice game was held May 4th and the second on May 7th. Seventeen players sought places on the team. Their first game in the Municipal League will be played May 14th.

\* \* \*

Overheard in nearby restaurant: (Conductor Dan Hanley to waitress): "Yes, Dorothy, I'm a married man but you're first on my extra list."

Motorman E. T. Ellegood received a telegram April 6th that his fifteen year old daughter had been stricken with flu and pneumonia and had been removed to a hospital in Red Bluff. Fortunately, the young lady, several days later, took a turn for the better and, two weeks later had improved sufficiently to be removed to her home.

The wife of Operator Pete Winkelhorn was stricken with an attack of appendicitis on April 9th and was removed to the Hawthorne Hospital where an operation was found necessary.

When Supervisor Frank Wescott

picked up a twenty-five cent piece at Pico and Rimpau terminal about three months ago, Traffic Man C. J. Petersen figured Mr. Wescott should treat him to a cup of Java but the Java failed to materialize. "I'll see you next time," said Mr. Wescott.

On Monday, April 13th, Mr. Wescott had the good fortune to find a \$1.00 bill in the same location but Petersen is still waiting for the coffee. Mr. Wescott evidently meant the next time he found a quarter.

Conductor A. C. Simpson of this Division would like to get in touch with fellow-employees who are interested in astronomy. Simpson's object is to form a little club of amateur astronomers and to get together at regular intervals for mutual discussions on the subject.

Billy Vejar, Operator, Traveling Instructor and Manager of the Division Four Baseball Team, has been temporarily assigned to Division One to assist in the instruction work. We all miss Billy, especially the lads on the team who, at present, are putting their very hearts and souls into the games, determined to soon gain a higher place in the League standings.

Motorman R. M. Greenlee was granted fourteen days leave on April 27th to make a trip to Salt Lake City.

Conductor D. W. Higgins was granted eighteen days leave on April 23rd to attend the funeral of his grandmother, who had died at her home in Kansas.

On April 16th, Conductor L. H. Boyle was granted a ten day leave to look over a mine in which he is interested.

Quite frequently the trainmen of this and other Divisions ask pertinent questions about well known characters at Division Four. "How long has Superintendent Wimberly been in charge here?" Did he work as conductor or motorman or was he assigned from the Main Office?" "Was Foreman B. B. Boyd a trainman at one time?" "How long has he been in this service?" These inquiries and dozens of others are asked from time to time.

Mr. Wimberly entered the service of the Los Angeles Railway in February, 1911, and served as conductor for one year and six months. He was then promoted to night clerk of the Division. Five years later a reduction of forces at all the Divisions was made and Mr. Wimberly returned to the "back end." Three weeks later he was reappointed to the position of Division clerk and one year later was promoted to assistant foreman. Incidentally, after serving the following year in this capacity, he was made foreman. In April, 1920 drastic changes were made in many departments and the divisional administrative work was greatly revised. Mr. Wimberly's responsibilities were increased to a marked degree, but under the new system he became Superintendent of Division Four.

Foreman B. B. Boyd entered the service and was assigned to the position of conductor in December, 1912. Mr. Boyd also advanced in the ranks to the position of Division clerk and in September, 1919 was appointed assistant foreman. In April, 1920, when Mr. Wimberly was appointed Superintendent of Division

Four, Mr. Boyd was made Division foreman.

A new car number board has been installed at this Division which, we feel confident in saying, is about the handsomest thing in its line. The board appears to be made of a special composition and is finished off with a heavy, slate-like coating. The names of the lines heading the columns on the board and the train numbers are made up of glossy, yellow celluloid letters and figures. The words "TRAIN," "CAR" and "TRACK" are made up of glossy, white celluloid letters. These all fit in almost invisible little brackets. The words and numbers can be easily changed, if it should become necessary, as they are made up of individual letters and figures.



FRED MASON

You have all heard that little nursery rhyme about Mary and her little lamb, but you haven't heard about the one Motorman "Jackrabbit" Lewis had. It wasn't half as cute as Mary's, as her little lamb followed her, but "Jackrabbit" had to follow his, and much to his discomfort. He was running east on Vernon and believe it or not, he was exactly fifteen seconds behind time, when out from the stockyards at Vernon and Santa Fe this little lamb came over the fence and into the street. Now you can't blame a little lamb for jumping out of the frying pan and this little baby didn't even want to see one. But little did it realize how close it came to being lamb stew when it popped up on the track right in front of the "Jackrabbit." Then down the track, right in front of him it ambled. He gonged and gonged and gonged, but to no avail. On it went at a four mile an hour gait and poor old "Jackrabbit" getting later and later, his lips moving faster and faster and his face redder and redder. After four blocks, all the time gonging, he finally figured he was just being the bell-cow for a lamb, so he opened up the front window and let out a bark, the swellest imitation of a shepherd dog ever heard, and the much cussed little lamb made a sharp left-hand turn and away went the "Jackrabbit."

The millennium is just around the corner. Recently a lady boarded Conductor Tommy Carey's car and bought four tokens. She sweetened the kitty with one and then took a seat. Shortly afterwards she came back and said, "I owe the company these three tokens as I have passed conductors three times without paying, and I don't feel right about it." She thereupon dropped the three tokens in the farebox. When she left the car she said to Tommy, "I feel much better now." She did not name the charitably inclined conductors.

Motorman W. K. Bliss is off for five weeks and he and his wife are driving back to Cedar Rapids, Iowa, to visit the folks.

On Easter Sunday morning Motorman

Paul Reese was marked up to an early daylight run. He lives with Motorman J. K. Stein and the night before Easter Stein had some relatives staying at the house for the week end. A nice Easter basket, containing Easter eggs and goodies, for Paul's lunch. He tucked it under his arm and went merrily along on his way to work. Eleven o'clock came and with it nosebag time, so out came the lunch box. Imagine his embarrassment and surprise when upon opening up his package he found a pair of silk pajamas and a pair of lady's bedroom slippers.

We are all glad to see Motorman P. L. V. Robert back on the job again after a long illness.

Weddings

We guessed right on Conductor K. G. Burnett when he laid off last month to take a trip to Ogden, Utah. He went up single and came back a married man. Congratulations, K. G.

Another one of the boys, Motorman R. H. T. Liles, a newcomer in our ranks having just recently transferred from Division Three, slipped away for a week to San Francisco and tied the nuptial knot while away. The best of wishes, Liles.

And on April 13th Motorman Francis Hestilow did it in Yuma, Arizona. Congratulations and thanks for the cigars.

To those of you who saw Motorman W. J. Walton walking around with his right eye closed—that was the result of a boil, not a brawl. That's his story, and he boils if you think otherwise.

Archie Campbell, for several years a Motorman at Division Two and who transferred to Division Five when Division Two was discontinued, passed away on April 27th. Mr. Campbell has been out of the service for almost two years, but had many friends at this Division who will be sorry to learn of his passing.



D. S. COBURN

Evidently Dave Canning, our Division Superintendent, has recently won a wager as he is strutting about in a brand new blue hat. In fact, it is difficult to recognize him since he has discarded the old brown derby.

New service was inaugurated on Fairfax Avenue and West Third Street on April 20th. The Fairfax Line promises to develop into a well patronized one. The new service required about twelve additional men.

We wish to express our sympathy to Mr. and Mrs. W. L. Mulcahy in the loss of their new baby, who passed away on Easter Sunday after living but a few hours. Mr. Mulcahy is a Conductor at Virgil Division.

The enthusiasm of our Baseball Team is waning very painfully, as you have probably noticed by the recent box scores of the games. The team is badly in need of more players, especially pitchers, so if you can help them out in any way, please get in touch with W. S. Henderson AT ONCE. The team consists of men from Wilshire, Los Angeles Railway Coach and Virgil Divisions, and there should be a better showing made from the men available.

The representatives of the team at the Divisions are: G. B. Dossey, Wilshire Division; W. H. Crocker, Los Angeles Railway Coach Division; W. S. Henderson, Virgil Division.

The aroma of expensive perfume has shifted from Western Avenue to Vine Street, thereby increasing the female patronage on the latter line considerably. In other words, Dave Sporman bid a run on Vine Street instead of Western Avenue the last shakeup.

For the benefit of those not yet informed, the red-headed stranger who has been riding the coaches very frequently of late is none other than our own "Pinky" Newen, pinch hitting for George Troutwine. Many have heard him over the phone but have not had the opportunity of meeting him before.

The regular meeting of the Los Angeles Motor Coach Rifle and Pistol Club will be held at 16th Street Division on May 13th. All members are requested to attend as many important matters will be taken up.

Recently Conductor F. C. Kraner incurred a painful injury to his thumb while attempting to open a window for a passenger. In his enthusiastic effort he put his hand through the glass, necessitating a trip to the hospital to care for the wounded digit.



## 16th Street Coach

CHARLES H. HARDY

L. Stephenson received a little note of thanks and a dime from a young lady to whom he had loaned a fare on his Wilshire bus when she found she had left her money at home.

Be nonchalant, reach for a toothpick, say A. Coplan and Ed Konkle who have parted with their molars.

Sugar Foot Barstow has lost his sex appeal since getting married. A young lady turned him in for putting his hands on her. It is wondered if Epp and Barstow will be like Hempstead and Singer. Some can dish it out but can't take it. We regret to hear that Kilgore is now in that class.

Jimmy Kresge went on the air the other day and did not get the gong, but of course he did not try to sing. He was interviewed by Curtis Benton on the subject, "How does the public 'burn you up' the most." Jimmy "aired" his pet peeves.

We extend our sympathy to L. P. Leonard whose father passed away recently.



Robert Warren Walters, age eight and one-half years, son of B. Walters, Automotive Electrician, 16th Street Garage.

That shiny new Chrysler belongs to O. H. Ault.

Pop Campbell has been ill, but is expected to be back on the job soon.

It is rumored that J. Flannery has been carrying on heavy passenger service with his own car to the extent of breaking both rear springs and that someone recognized the passenger.

Mr. Watanabe, you look-see! Hon. Al Brehm, head all same Japanese sunrise. Hon. M. Chamberlain belly sunburned, too much please. E. Judd, Al Burdick, and G. Graham, no catchee fish, either.

When Jimmy Kresge changed from East 9th he very generously left all his women to Officer Dietrich at 7th and Los Angeles.

K. Riley is driving a new Buick.

This town's center of attraction is at Pico and Hope for L. Woods, according to reports.

It is rumored that S. Singer fixed G. Sliger's traffic ticket in the suburbs and Sliger had to pay \$10 instead of \$5.

Wilbur Morse has taken over a hotel at 902½ S. San Pedro St. He misses the old familiar faces.

It is expected that checks, good for one weep on the weeping post, will be issued to the Wilshire crew who chaperoned a Studio Special the other day and got in ten extra hours and had to pay 60 cents apiece for their dinners. They turned in a bill for the dinners.

After years and years "Nip" Whitman and J. Kresge finally picked a winner at the fights.

Passenger: "Thank you for waiting, I just missed the bus ahead."

Joe Dias: "I'm glad you did I need the business more than he."

Passenger faints.

### GARAGE

Good old Ed Sullivan is back with a sparkle in his eyes after a lengthy illness. He is now getting his fishing tackle in shape to catch some giant yellowtail.

An April Fool joke played on J. Deem backfired and Jimmie sold free air to the boys at two-bits a filling.

J. H. McCormack spends his evenings grinding and polishing a ten inch reflector for the telescope he is building. He is getting much pleasure and education from this interesting hobby.

Mrs. Rippert is back in the office after several days illness.

The wrecking of the old Line Departmental building was "supervised" by Gateman Albright who "directed" the installation of the Butane tank some time ago.

We extend our sympathy to D. J. Sullivan whose father passed away recently.

C. Simmons has had a little difficulty catching balls but his teammates are about to remedy this by donating a nice bushel basket.

J. Crawford claims that there are no bonds of affection existing between red faced people. He was convinced of this when a ruddy 350 pound cop, draped on a motorcycle, told him to move over on the Boulevard the other Sunday.

H. Nordmark is back from down town. "Ace" Weberg has practically decided to go back to singing after his try at motorcycle riding. His first lesson lasted just 30 feet with the throttle wide open. A board fence stopped the performance. Weberg received a couple of scratches and the cycle a flat tire. The usual audience was there with the razz.

Joe Gentry had his ears lowered recently. An inverted soup bowl certainly gives the hair a nice straight line.

Ordering the expensive Haig and Haig when out with H. Nordmark just ruins his evening.

Roscoe Kirkwood claims to own a hen that lays two eggs a day. We hope this is an error because it seems rather cruel keeping lights burning in the hen roost all night.

Jack Savage almost moved over to the iron boarding house recently. After the young man with the white motorcycle had paid him a special visit it was a question of \$20 or else.

After spending a miserable day, losing his shirt in the laundry and getting no news from the press, Tom Juris, affectionately known as "Corn," returned home and found that the stork had paid him a visit. Nine little pigs. There was much rejoicing but no cigars.

The Garage is well represented in the Transit Employees' Bowling Team. An account of their fine showing is to be found in this issue. Their success put them off their guard, however, and the Standard Oil Team gave them a trimming recently.

Ed Lavenberg keeps decent hours now after a short fling.

The Wash Rack Soft Ball Team started out in grand style beating the Santa Fe boys 6 to 3. The only uniform on the team was Fred Hall's sweater which was as large as a tent. The next game was played between the same two teams a week later. The Santa Fe boys had a lot of hard luck and lost the game with a score of 13 to 0.

Mumps may be funny to some people but not to W. Williams who has been on the sick list.

C. Green has been ill for several weeks. H. Pearson has left us for ranch life in Northern California.

J. Hopp has gone to South Park as Mill Man.

We welcome a new man, C. F. McNeil from Division One.

It was a shock to the boys of the Garage when they learned that H. A. Crocker, at his age, had been swim-

ming, wearing an overcoat, out where his boat is anchored. Crocker insists that this was neither intentional nor funny. Some of Jack Savage's belongings went overboard with Crocker and are still in Davy Jones' locker.

A gathering of friends held a surprise birthday party for Bud Miller recently. He was presented with a large package and after its many wrappings had been removed a miniature feeding bottle was disclosed—quite a few birthdays late. An evening of good fellowship was enjoyed by all.



F. ARLEIGH FRAZIER

If you want a good fish story see S. Van Amburg. He says Hartley Nutter tells the best stories but you should hear any one of Van's.

Howard Prudhon has traded his 1924 Whippet for a 1933 V-8 Ford. He will trade the Ford off in 1955.

What would be your sensation, should you be ravenously hungry at lunch time, to open your lunch box and discover that some one had forgotten to put anything in it. Analyze your feelings and compare them with Louie Kraus of the Carpenter Shop for the correct answer.

George Duffin is experimenting with his chicken feed and from the latest development the chickens must be doing well as he promised Peggy, in the Store Room, a chicken dinner for the orders she gives him for sawdust. George says that after a chicken has been on his sawdust diet it is not necessary to pick your teeth after eating one.

Jack Bailey finally got the old Ford painted up so he could trade it in on a new 1936 V-8 Ford.

O. Rivers bet Erny King a cigar that the sun wouldn't shine before 10 on a certain day. Then Bill Reed bet Erny a cigar that if he won he couldn't collect from Rivers. Then Bill bet him another one that if he did collect that it would not be any better than a 5c cigar. Erny won the 5c cigar and lost the 25c cigar.

Howard Lock promised Warren Brown a glass of beer if he would come in Saturday for it. Warren drove in and when he went in the front door Howard went out the back door. Warren didn't mind that so much but he thinks Howard should pay half the gas bill as he had driven the V-12 in from Puente and burned 8 gallons of gasoline. What some won't do for a glass of beer!

L. A. Johnson gets 23 miles to the gallon around town in his V-8 Ford.

Hartley Nutter says he is getting tired of keeping the fish around here in meals and is going to try his luck fishing out in San Diego, June 2nd.

John Devlin spent \$18 on new fishing tackle, bent on bothering the fish again this year.

Rex Guignard, L. A. Johnson and Al Dellinger went trout fishing May 1st,

Ted Oglesby has returned from three months sick leave.

Bradley left on May 1st for a vacation

and so the weather prophet went with him.

J. J. Hopp was transferred to the Carpenter Shop.

R. C. Haslan is a new man in the Carpenter Shop.

A. F. Kilgore not only has tools in his tool box, but also has some dead poultry.

Art Robey will now be able to take his first annual bath as he has installed a bath tub in his house.

Ben Bradfield received a letter from his brother stating he was head chisler for the new king and that the tickets for the coronation of the king next year would be 150 to 350 pounds per seat. Joe Spearing is wishing that he was going to England next year instead of this year.

G. M. Dickens is off sick.

It is whispered around that Louis Berry rushed out to a restaurant one morning, had breakfast and hurried over to work only to find out that it was Sunday.

New men in the Electrical Repairs Department: W. H. Travers, W. H. Corwin, M. R. Houser, E. V. Lock, W. H. Gordon and F. A. Pauley.

Griff, of the Winding Room, leaves the last week in May, for Toronto, Canada, and all points east.

Joe Spearing has been reading the traveling advertisements lately and got the bug. He had to go down town for his passports the other morning and on returning from looking at a coach discovered he had lost his papers. All he had was a couple of tickets to the Follies. Incidentally he had to meet the better half, Mrs. J, uptown. The sweat was pouring down Joe's face. Mrs. Joe rushed into a drug store and got Joe a glass of Alka Seltzer and, on recovering, his wife presented him with the papers he had left in the car at home. Charlton Mackerel is the next stop.



WALTER WHITESIDE

#### LINE

The members of the Line Department are all very well pleased with the new reception room layout that they have now. It sure beats the old one inasmuch as this new room has all the modern conveniences an ordinary home possesses. Anyone coming in off the job and not desiring to go home to clean up may use the shower to good advantage. For the boys arriving early there are nice soft barroom chairs to lounge in while playing bridge, chess, checkers or cribbage; or they may just relax and kibitz. Several old time members of the Department have expressed their desire to have a house warming as in the days of old but this suggestion has fallen through.

Earlier in the month, John Turner and Frank Whitley had to take a few days off due to slight ailments.

\* \* \*

#### Married

Congratulations are or have been in order for Norman Peters, who on the

day of April 15 took unto himself a bride, but as this is not the first time for Norman we will forgive him for not passing out the cigars.

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#### SUBSTATIONS

The forlorn look of F. U. Allie is not caused by overindulgence in work but probably, as rumors have it, from lack of properly cooked food. Yes, he has been batching, his wife taking a few days vacation at Balboa.

A great mystery is haunting Sammy Van Den Burg of Central Substation. On Saturdays, Sammy is supposed to clean the floors in the dispatcher's office so on Friday nights he usually goes to bed very early to be good and rested in the morning but, on arriving on the scene of duty the other morning, Sammy found the work already completed. Through this column Sammy wishes to state, "Thank you, my unseen helper, I appreciate all you have done for me and also. I wish to let you know that I also have to clean the floors of the Line Department office in case you are interested."

The first vacation in the Department goes to E. B. Wade, who took extra time so as to have plenty of time to hunt and fish in Arizona. We will try and have photo proofs of all the big ones that didn't get away, so Ed, just let us know.

When M. J. Barnett left on his vacation he didn't know whether he would take in the sights at Coulee Dam or Grand Canyon, so we will have to get more particulars at a later date.

Some of the boys were honored by a visit with G. F. Wilson, who was an operator around 1917. He said he was sure surprised to find the stations practically the same as when he left the service. Incidentally, Mr. Wilson visited the Main Office first and walked off with H. H. Peterson's hat, the only catch being that Pete's hat was an old one and Wilson's a brand new one, which leads to the remark, "Maybe Pete traded hats when his guest wasn't looking."

The sympathies of the Department are extended to Norman Bremer on the passing of his mother recently.

Welcome back, as vacation relief operators, W. D. Hunter and W. W. Peverley.

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#### ELECTRICAL CONSTRUCTION AND BONDING

When asking for news regarding this Department your Scribe was informed that although it only has a few employees it has been kept so busy that nothing ever happens except work, and plenty of that.

Electrician Frank Maloney had to take a few days off due to illness, but conquered his indisposition in a very short time.

Pete Goodas, Bonding Foreman, who recently returned to work after an illness of several weeks, had to undergo another setback, not to himself but to another member of his family, his daughter having to undergo an operation. Latest reports have it that she is progressing very rapidly on the road to recovery.



F. F. ROBEY

### DIVISION ONE

Le Roy Burr can now boast about the possession of a brand new Chevrolet sedan. Le Roy and family are planning on making a visit to Denver this summer in their new car.

E. O. Angel was off sick for two weeks with a very bad cold.

We wish to introduce M. F. Heman, new car cleaner. We're glad to have you with us.

Under G. E. Strickland's watchful eye, Division One Ball Team has walked off with flying colors, having won every game so far.

Tom Lambert has at last found use for his sun glasses, having been transferred to a day job at Division Five. We wish him the best of luck in his new job.

John Glynn, the young one, has resigned from the Company to take over a new job in Pasadena. His cheery, "How are we doing?" greeting will be missed here.

Two new mechanics, E. Skinner and M. Belden, have joined the night crew. Welcome to the gang, boys.

John Glynn celebrated "Good Friday" by having an automobile wreck. Happily, he escaped injury, which is more than can be said for his car.

### DIVISION TWO

H. M. Guthrie was absent a few days, on account of his wife's illness. Glad to report she is getting better.

James Carmichael was the first man here to have a vacation. Those few warm days gave him the fever and he just had to get away.

Division Two has been more like itself the past week, because our General Foreman, W. T. Brown, opened the "University" for day and night classes. He taught them all about the new modern braking system, which is being tried out on Car 1201. There was 47 men who attended these classes—61 per cent of whom came to school on their own time. At one particular session we had three interested visitors, but space doesn't allow me to mention their names. In addition to this, just a few days later, we had a bunch of High School boys who visited the Shops, and some of them spent about as much time in the Instruction Room as they did in the rest of the plant.

After so busy a week as this, Billie Brown heard the call of the wild and spent the week-end up at his brother's cabin in the mountains.

### DIVISION THREE

Eddie Swanson was seen being escorted into Division Three Yards one night by two motor cops. Just some friends, Eddie?

J. Doovas passed some of the boys one morning in his car, but three blocks later caught the same street car. Yes, autos use gas, Jimmy.

G. Atkins is back again. He had quite a bad sick spell, but feels better

now. Says he's almost as good as a Chinaman with his rice eating. Rice is part of his diet.

G. Treneer burned his right hand badly, but has returned to work. No more turpentine and matches for George.

Ed Muse seems to have succumbed to the new car idea. Why, a Chevy, of course.

M. Kramer is also on the sick list.

F. Marshall appeared one day with a badly swollen lip. Says a wrench slipped.

### DIVISION FOUR

One of our old-timers, E. H. Lee, passed away April 9th, after several weeks illness in the California Hospital. We extend our sympathy to Leland Lee and family.

Jim Ross has been transferred to South Park in the Wheel Grinding Department.

E. F. Skinner has been transferred to Division One for night repair duty.

Chas. Furrer has purchased his new fishing license and is anxiously awaiting some good fishing reports so he can "go get 'em."

"Shorty" Johnston and wife spent an enjoyable week-end motoring in Lower California.

### DIVISION FIVE

Frank Shapos, well known "car-whacker" at Division Five, is on his feet again. A new pair of shoes! "Yes, sir," as Frank would say, "new bran ones!"

Anyone wanting to know how to saw a file in two with a hacksaw, ask Harry Goodman. He tried it, but finally gave up and broke it in two with a hammer.

George Treneer, Clerk at Division Three, was a visitor at our place the other day. We knew right away that he came to steal some of our pet ideas. Well, it won't do him any good, as we have them all copyrighted.

Number "Two" crew doesn't seem to get along very well together. The other day Bennie was holding the chisel for Jack to hit with a sledge hammer. The results were that Jack missed the chisel and hit Bennie on the side of the head. The boys all said that it was an accident. A few days later, Jack came in with a gash cut in the back of his head. He said that he fell into the pit. Oh, yeah? People who live in glass houses shouldn't hit other people with sledge hammers.

Jerry Lyons, the Oiler, has been accused of about everything. The latest is that he swindled the City of Hollywood out of a large sum of money. It seems that Jerry owned a piece of property in that city that was a white elephant to him. Nevertheless, the city wanted it and Jerry said, "What Hollywood wants they usually get," and Jerry, being part Jew, grabbed the money.

Ed Hess lives in Lennox and that city doesn't have any facilities for the collection of tin cans. Ed was getting rather a large pile of them and so he loaded them in his Model T Ford and drove over to Western Avenue to a well known dump. Ed went into the office to pay the necessary fee and returned just in time to see two men remove the windshield and proceed to upset the whole works. Needles to say

that Ed reached the place in record time and saved the old Ford from an untimely death.

The Soft Ball Team is getting a good start toward their new outfits. The "pencil man" of a well known credit firm gave them a pair of \$6.00 shoes to be raffled. Over \$30.00 worth of tickets were sold. Ed Henderson won them if they can get a pair large enough. Johnnie, of the Garage, won second, and a trainman won third prize, which is a carton of Camels. "Abner" wanted the shoes and also needed them, but he was unlucky. Well, cheer up, old boy. Just for that we will let you pitch.



H. I. SCHAUBERT

Cal Simmons is making good use of his sick leave by supervising the building of his new beach home.

When Jack Robinson lived in the East he was very fond of chewing wild grape leaves. On a recent Sunday outing, not being able to find his favorite brand of wild grapes, he attempted the substitution of a much prettier leaf. As soon as the swelling subsides enough for Jack to see, he would like to have someone show him what poison oak looks like.

G. Fulton Watkins is the proud possessor of a new Ford sedan, trading in an Oldsmobile on the deal. About the same time "Mac" Cavanaugh got rid of his Ford and purchased a new Oldsmobile. Everyone well satisfied, including the agencies that made the trades.

Just to be different, Caryl Thompson traded his great big Oakland roadster in on a little seven passenger Lincoln sedan.

Holly Simonson also decided to change. He has switched his affections from Chrysler to Studebaker.

Charlie Cox, Bill Bramlett, Charlie Shelton, Frank Hall and Bill Heffington put in a busy day a few Sundays ago chasing rabbits in the desert around Lancaster. Bill Heffington had the best one.

A new line-up for some of the Foremen is in order, starting on May 1st. Johnnie Hagerman takes over Carle Heffington's gang, Frank South takes Hagerman's outfit, and Carl Heffington will go to South's gang.

Archie Campbell, formerly a trainman, passed away on April 27th, following a long illness. He was a brother-in-law of Supervisor Fleming. The sympathy of the Track Department is extended to the family in their bereavement.

Thanks for the generous support of the Vernon Yard Ball Team. The boys are responding by showing continued improvement and look like champions. If they do not win the pennant, it will take an extra good team to beat them out. At any rate, you are assured of seeing a real ball game when our gang plays.