

# TWO BELLS



TO THE MEN AND WOMEN OF  
THE LOS ANGELES RAILWAY:

May I offer a cordial greeting to you all. I am glad to be associated with you.

In all of my previous experience I have never felt that any company with which I have been affiliated had the opportunity, nor held the promise, of being so outstandingly successful in the realm of public service as this property.

The transportation problems of such a rapidly growing city as Los Angeles are difficult and great. I sincerely believe in our property; I heartily believe in this fine group of men and women; I honestly believe that by all pulling together we can, and will, do the job that is before us and accomplish the desired end.

I understand and appreciate your loyalty to Mr. Haskins. I value the privilege of his continued interest and his association with our future.

*Lucius D. Stone*

President.





## Armistice Day -- November 11th

**T**HIS day in 1918 brought to an end the bloodiest war known in history. Since then a new generation has grown up—a generation, let us hope, dedicated to Peace. The scars of that war are not yet erased and the lessons it taught have sunk deep in the heart of the nation. And so, on the eleventh hour on the eleventh day of the eleventh month, the shadowy legions march. For a moment they pass in review and in that moment the nation arouses from its absorption in daily life to raise hands in salute and to offer heartfelt tribute to those who gave their all.

## Thanksgiving -- November 26th

**T**ODAY we give thanks for the place in which we dwell, for the love that unites us; for the peace accorded us this day; for the hope with which we expect tomorrow; for the privilege of our work and for our good health. There are many things to be thankful for when we count them over. Let us give thanks and be grateful.

## Hold It!

**T**HE picture called "Hold That Line," which was produced and shown at the Pacific Electric Club Theatre by Los Angeles Motor Coach men, has definite meaning for street car men also as many situations confronting the bus operator or conductor apply equally to trainmen.

We have in mind at this time, however, one particular line of the script—"Lose control of your temper and you lose control of your bus"—and to illustrate it an operator was shown talking outloud to himself and jerking his wheel around and otherwise showing his displeasure at an autoist who had cut in front of him. While his attention was devoted to "cussing out" the offender, he nearly ran over a man in the street and had to slam on his brakes to avoid an accident and in doing so gave his passengers a bad shake up.

The same thing could happen on a street car if the motorman lost his temper and his attention was given to wise cracks and remarks for the benefit of the front end passengers about some "dumb" pedestrian or autoist who happened to get in his hair." It is a line to remember—"Lose control of your temper and you lose control of your car."

## Thinkies

*No matter how much or how little looks you are endowed with, you are better looking when you smile.*

*A man is known by the company he keeps. A company is known by the men it keeps.*

*Small responsibilities are what make little men wear big hats.*

*When the woodpecker goes out to get a square meal he uses his head.*

*Remember that when you are arguing with a damned fool that he is doing the same thing.*

*A grouchy or discourteous employe is a flat tire—he needs changing!*



# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Seventeen

November, Nineteen Thirty-six

Number Eleven

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

## Welcoming Our New President

Two Bells wishes to welcome Mr. Lucius S. Storrs, our new President, a man who has devoted many years to the study and advancement of urban transportation. He has been connected as chief executive with many important properties throughout the country.

From 1907 to 1925 he headed the railway properties of western and southern New England, owned by the New York, New Haven and Hartford Railroad Company, and served as vice-president of that railroad for several years. During the war he was Chairman of the committee to coordinate electric railway activities under the National Council of Defense.

Between 1925 and 1929 he was Managing Director of the American Electric Railway Association, which position required him to visit all of the larger properties of the United States and Canada to consult with and advise the executives upon matters of management and public policy. During these years he made several personal studies of the transport organizations of London, Paris and Berlin.

In 1929 Mr. Storrs became chief executive of the United Railway and Electric Company of Baltimore, and remained there until last April when the property had been entirely refinanced and generally reorganized.

For ten years prior to his association with electric railways he was geologist of the Northern Pacific Railway, during which time he became very familiar with the Pacific Coast.

Mr. Storrs was born in Buffalo, New York, educated at the University of Nebraska, graduating in 1890, receiving an M. A. degree from that university in 1904 and a Doctor of Engineering degree in 1925.



Lucius S. Storrs

## Illuminated Signs

In order to better acquaint both visitors and local residents with the transportation offered by the Company, illuminated displays will soon be installed at downtown points.

Present plans call for electrically lighted metal boxes, approximately 18 by 45 inches and 6 inches deep, to be placed in prominent positions in hotel lobbies, department stores and other central locations. A parchment-like reproduction of our route map lighted from within will feature the display, with an accompanying message to the effect that similar maps may be had free on request. Space will also be provided for straight advertising copy covering various phases of the company's service to the public.

Available for distribution at the time the electrical displays are completed will be a late revised edition of our present four-color map.

## Engineering Course Proves Popular

With an attendance of one hundred, the joint Los Angeles Railway, Los Angeles Motor Coach and Pacific Electric Railway class in "Transportation Engineering" is now in its fourth week at the Pacific Electric Club at Sixth and Main Streets. Because of the number enrolled, it has been necessary to hold three sessions each week, Monday and Tuesday nights and Wednesday mornings, the same subject being taught at each meeting.

The material for this year was developed as a post graduate course for the members of last year's class, who desire to go further into the fundamental mechanics of automotive engineering, and covers the following subjects:

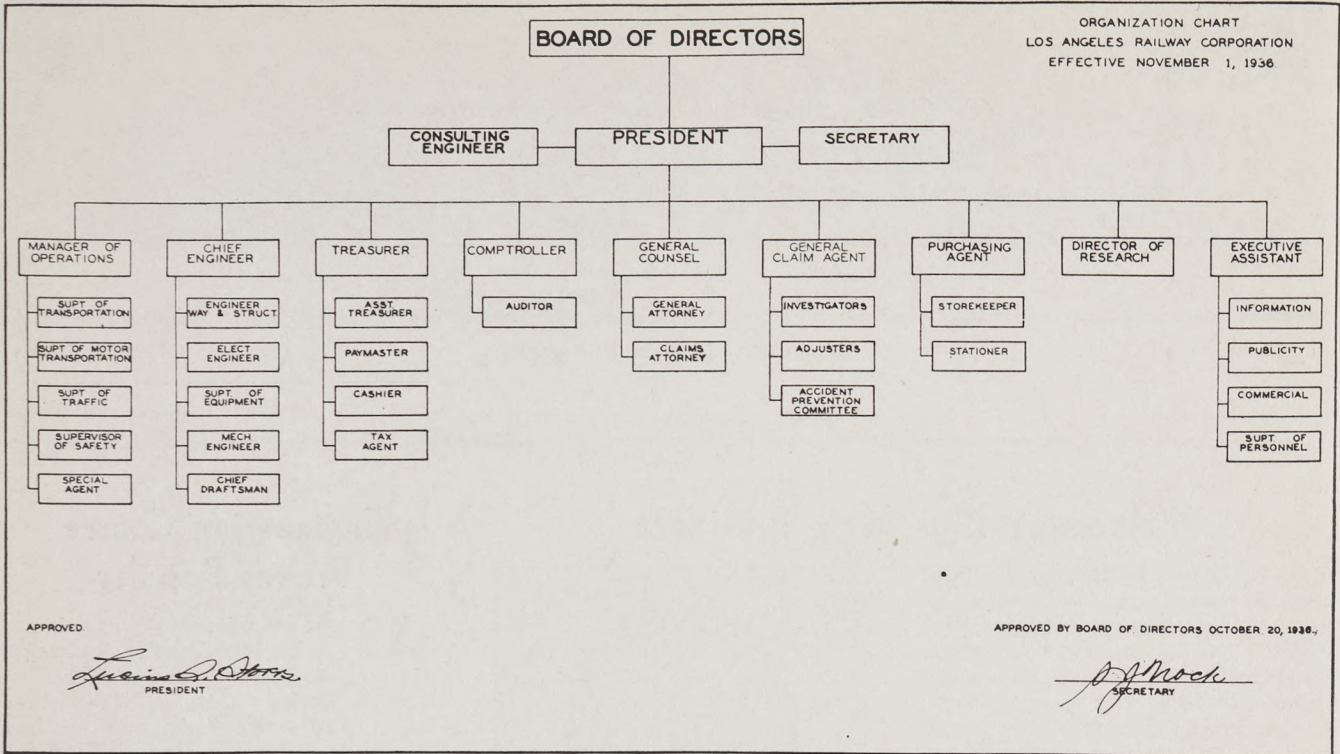
Report writing-notes; Applied mechanics of motion; Graphic methods; Operating principles of internal combustion engines; Materials, fuels and lubricants; Automotive economies; Slide rule practice.

The instruction is being given by L. H. Appel, an engineer employed by the Pacific Electric Railway, who has succeeded in having the course made a part of the extension division of the Frank Wiggins Trade School.

The work being accomplished by this group, as well as that completed, has received national attention and the subjects presented, the reaction of the students, and the results obtained, are now being studied by the American Transit Association Employees Educational Committee. It is hoped that from their study will come a standard course which will cover completely all phases of motor coach operation and prepare the student for the responsibility of a better position.



# New Organization Chart



The above organization plan, to become effective November 1, 1936, has been approved and adopted by the Board of Directors of the Los Angeles Railway Corporation at its meeting on October 20. As to the personnel appointments filling the positions indicated on the chart, there will be little change and in the next issue of Two Bells, the names and a descriptive article outlining the duties and authorities of each position will be given.

## The Unusual Times

By JOHN COLLINS, Supervisor of Safety

It was the source of considerable satisfaction to those of us who were on the street during the time the Boulder Power Inaugural Parade of October 9 had things in disorder—to observe that you were operating your cars in order; that you were exercising that balanced judgment so necessary to street car operation when conditions are out of the ordinary and action out of the ordinary is necessary to meet them. We may expect out of the ordinary conditions from time to time until after the holiday season is over. Recognize and handle them with this same good judgment.

It should be evident to a trainman who meets so many different combinations and has so many different contacts with people, that his chief task is to cultivate and develop good judgment and, at the same time, not let caution deaden courage.

Things in the street move rapidly these days, and there is but little thought back of these moves. Each of us, in this business, must know and practice the counter moves to safeguard people from their own careless acts. Make no thoughtless moves.

Learn to make the proper observation before you start—learn where to look, when to look, and what you are looking for. Many motormen, especially at night, look at the window instead of through it. Forget the glass. Focus the sight ahead, the distance depending upon the speed at which you are traveling. Follow the system of correct operation as you have been instructed and soon you will have the same reaction to the same condition, and will develop the right habit of nerve and muscular action. You then not only make the correct move, but it is done automatically because you seldom have time to deliberate as to what is best to do.

Whenever there is a person in the street, whether he is on foot or in an automobile, who is in a position where he could get in front of your moving car and get hit, just assume that he is going to try it. Make it an absolute rule to take no chances with a pedestrian any place at any time. When an automobile passes to the right of your car as you are approaching a cross street or pedestrian lane, be prepared for a left-hand turn and sudden stop. Recognize realities—keep the mind at work upon the application of road space on all things. It always works when applied—you can only master it by practice.

## Attention Chess Fans!

On Friday, November 13, 1936, the LARY Chess Club will resume activities with the old maestro, George Goehler, officiating.

George is expecting a large attendance (including all past Presidents) as he has some sort of a plan formulated which he refuses to divulge until the night of the first meeting, Friday the thirteenth.

Any employe of the Company who plays chess, or is interested in learning the game, is cordially invited to attend. The meeting will be held in room 309, Los Angeles Railway Building, at 8:00 p. m. Lay all of your superstitions aside and become a member of the Chess Club by attending the first meeting.

## Journey's End

Willard Miles Houston, Car Repairer, Division Three Mechanical, passed away October 17, 1936. He was born in Meridian, Kansas, and was employed as Car Repairer October 12, 1925. Mr. Houston is survived by a half sister and brother.





A meeting of the supervisory force of the Automotive and Mechanical Departments of the Company held in the Instruction Room at old Division Two. This room is popularly known as Billy Brown's "University." H. E. Jordan, Superintendent of Equipment is seen addressing the meeting.

## Monthly Conference Plan

By H. E. JORDAN  
Superintendent of Equipment

For several years, it has been the practice to hold a regular meeting of the supervisory force of the Automotive and Mechanical Departments on the second Saturday of each month from 9:00 a. m. to 11:30 a. m.

The purpose of these meetings is to periodically bring together for consultation this body of supervisory men whose places of work are widely separated, due to the relatively large area that our system covers, but whose duties are inter-related so that it is necessary to obtain close cooperation and coordination of effort between all concerned to effect the best operating efficiency for the departments as a whole.

A chairman is appointed for each meeting several weeks in advance, and it is his duty to plan the program of the next meeting and act as chairman during the meeting. The chairman usually assigns a general subject for the meeting and either requests volunteers or selects individuals from the group to give short papers on certain phases of the subject.

Depending upon the subjects involved the meeting is thrown open after each paper is completed for a general discussion. Also before closing each meeting the chairman asks if any members of the group have any special problems or suggestions pertaining to the equipment, work, or personnel, and when these are presented they are discussed.

At least once each year the subject of "Ways and Means of Reducing Equipment Failures" is assigned to the group and each member must give a short discussion on this subject.

Also once each year the Stores Department, whose personnel and work are so closely affiliated with that of the Mechanical and Automotive Departments, is requested to take charge of a complete meeting. On every one of these occasions they have provided a very splendid program discussing their problems and emphasizing the vital necessity of both departments coordinating their efforts in order to obtain the best results.

Occasionally other departments are asked to take charge of our meetings and have always given a most interesting and profitable session for our departments. These include the Operating, Personnel, Claim, and Statistical Departments.

We also occasionally request an outside speaker to come in to discuss some particular subject that is of interest to the group. Last year, Professor G. B. Mangold, of the University of Southern California, spoke to us on the new "Social Security Act"

## Barbeque

The Way and Structures Department gave its annual barbeque on October 23. Our new President, Mr. Lucius S. Storrs, and our General Counsel, Mr. S. M. Haskins, together with other members of the official family attended as guests.

The barbeque was prepared by the men in the Way and Structures Department under the expert supervision of Bill Swearingen who has been the official chef for the last 40 years.

This news is a last minute flash as Two Bells is going to press.

## Foreman's Club

DOYLE RISHEL

Member Foreman's Club Executive Council

The Los Angeles Foreman's Club resumed activities again Tuesday, October 20, after the usual three summer months' vacation period.

A dinner-speaker meeting was held at 1106 South Broadway. The program consisted of a good feed and then "Salvaging Boys—Conserving Forests," was presented by Ken J. Scudder, Los Angeles County Probation Officer.

"Finny Fighters," a sound picture, was presented by Don Cameron of Union Oil Company.

These presentations were both interesting and instructive. The Los Angeles Railway was well represented by Foreman members. It is hoped that an Industrial Plant visit can be arranged for the November meeting, so watch for your announcement because it is going to be good.

*Do not be breakin' a shin on a stool,  
that's not in your way.*

*When a man is wrapped up in himself  
he makes a pretty small package.*



## Colorful Dash Signs Proposed

New dash signs are being prepared which will show the route followed by the car in addition to the route designation letter and the destination. They are at present in the experimental stage and are subject to the approval of the Management and Regulatory Authorities.

The signs, in the present design, will be in contrasting colors, the background indicating the direction in which the car travels in the Central Business District. For example, all cars traveling North in the Central Business District will have a blue dash sign, all cars traveling South will have a red dash sign, all cars traveling East will have a green sign, and all cars traveling West will have a white sign.

Working drawings of the signs for Line "S" are shown here. Eastbound cars will carry the "Central Avenue" sign. Line "S" travels east in the Central Business District and so the background of the sign will be green with white lettering, the route designation sign "S" will be yellow on a black background, and the legend "Central Business District" will be green on a yellow background.

Westbound cars will carry the "Western Avenue" sign which will be white with blue lettering, the route designation letter "S" will be yellow on a black background, and the legend "Central Business District" will be blue on a yellow background.

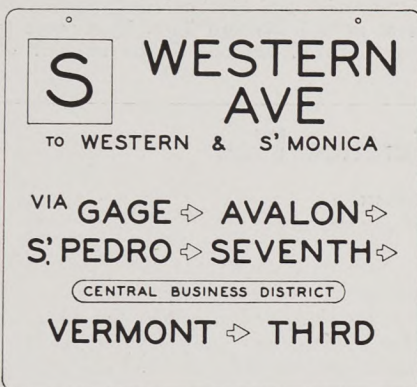
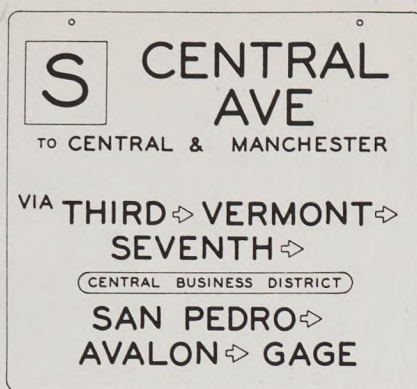
The new signs, when approved, will be tried out first on Line "S" and Line "9."

## Anniversaries

Among those who have given thirty-three or more years of service to the Los Angeles Railway and who celebrate the anniversary of their employment in October are:

Pat Connolly, Foreman of the Way and Structures Department, who entered the service on October 31, 1891; Walter C. Brown, Assistant Superintendent of Car Equipment, who entered the service on October 21, 1898; C. W. Merrill, Watchman, Engineering Department, October 21, 1896; E. C. Hickey, Clerk, Division One, October 30, 1901; R. S. Bliss, Welfare Worker, Personnel, October 3, 1900; and J. W. Stewart, Flagman, October 15, 1903.

The men who celebrate in November are: G. R. Patterson, Flagman, who entered the service on November 6, 1903, and I. C. Gordon, Foreman of Division Five, Mechanical, who was employed by the Company November 23, 1903.



## Transit Ass'n.

This organization was formed in August, 1933, and is now in its fourth year, and can boast of a record which alone proves its worth among the employes.

Regular monthly meetings will again be held, now that vacations are over, and it is at these meetings that new acquaintances are made and the old-timers meet. Also, free and open discussions are in order.

This issue was to have had a picture of the Board of Governors, but something went wrong with the camera, so no picture this time.

The Board of Governors take this opportunity to thank the members for the confidence bestowed in them. This is responsible for the success so far attained and we ask your further recognition of this Association and continuance of the confidence you have established in the past.

BOARD OF GOVERNORS  
W. H. Hollenbeck, *President*  
F. W. Mellentin, *Secretary*

*Our idea of an understanding wife is one who has the pork chops ready when you come in from fishing.*

## Municipal Bus Movement Again Alive

An initiative petition is being circulated among the voters of the city of Los Angeles which, when signed, will be presented to the City Council, requesting them to adopt an ordinance as set forth in the petition, creating a municipally owned and operated public transportation system in the city of Los Angeles.

The movement to establish a municipal transportation system in Los Angeles has been initiated by the Municipal Bus League. The employes of the Los Angeles Railway Corporation are familiar with past efforts made by this organization and others to establish a municipally owned transportation system to compete with the existing systems of transportation.

It is understood that petitions are being circulated at various clubs and gatherings. All employes of the Los Angeles Railway Corporation should know that this petition is being circulated and may be presented to them, members of their families or friends for signature.

Many times these petitions are signed by voters without a knowledge of what the petition contains. A classical example of this was found in

the results of an experiment conducted by some research students in an eastern college. They contended that a great percentage of people sign petitions without knowing what they are signing. To prove it they circulated a petition on the campus, which petition authorized the civil authorities to execute, by electrocution, the "undersigned petitioners." After the petition was circulated it was found that ninety-five per cent of the college students had signed the petition.

The employes of the Los Angeles Railway Corporation are alive to the fact that this movement to establish a municipally owned transportation system to compete with the existing systems of transportation, is a menace to the source of their livelihood. Past experience has indicated that the employes and their friends know the danger of this movement and will vigorously oppose it. Every employe, however, should examine closely, and require that the members of his family and his friends, examine closely, any petition presented to them for signature.

The movement is just starting and should be watched closely by every employe, his family and friends.





Division Five Basketball Team, front row, left to right: G. O. Burlingame, Center; W. R. Landreth, Forward; B. D. Scott, Guard; W. A. Ulbrich, Forward; D. D. McGlurg, Manager and Coach. Back row, left to right: E. L. Seole, Forward; E. Ruth, Center; J. W. Gleason, Guard; W. E. Oglesby, Guard and W. B. Smith, Center.

## Basketball Starts

By C. J. KNITTLE

Hundreds of basketball fans, no doubt, will be on hand when the Transit Employees League start their four-week series of games at Lincoln High gymnasiums in the evening of November 6.

The Division Five hoopsters pictured above are one of the eight teams competing for the handsome, coveted P. B. Harris Basketball Trophy.

Lincoln High has two gymnasiums, each equipped for basketball. Two of the games will be played between 8:00 p. m. and 9:00 p. m. and two between 9:00 p. m. and 10:00 p. m. A complete schedule for the season is posted at each of the Car and Bus Divisions. Also at Vernon Yard and South Park Shops.

Basketball, ladies and gentlemen, is unquestionably the only pure and undiluted United States of America game of major importance. It has more players than any other indoor sport in the world and probably exceeds all the outdoor sports in the number of athletes involved. Further than that, it draws more paid admissions annually than any other sport.

Basketball, unlike baseball, football, boxing, wrestling, etc., was not evolved from some European game nor (as we might say) imported in toto. It is a separate, distinct, unique and altogether American although it now is played around the world by both

women and men.

Dr. James A. Naismith, while an instructor at the Springfield, Massachusetts Y. M. C. A., originated basketball in 1891 with the hope that it would provide a form of health-giving and muscle building exercise that was free from the tedium of ordinary gymnasium work.

Dr. Naismith's first cages were the tall cone-shaped peach baskets in general merchandising use at that time. That is why he named the game basketball. The original ball was a soccer football.

The new sport became immediately popular, spreading from Springfield to all parts of the United States and then leaping across the seas to find welcome in alien lands. Millions play basketball today. The extent of its popularity is shown by the further fact that twenty-two nations sent basketball teams to Berlin to compete in the 1936 Olympics.

Basketball first was played with seven men on a side, then nine then eight. Now it is five. At one time the game consisted of three periods of twenty minutes each. Now it is two periods of twenty minutes in school and college games. Industrial leagues play four periods of eight minutes. At one time three penalties constituted a point. Goals which now count two points, once counted three. In other days, when a foul was committed, the injured team called upon a specialist foul shooter. Under those

rules, a specialist at Fordham once shot twenty-eight goals. Now the man fouled must make the throw.

Some years ago, when the continued popularity of the game was threatened by conflicting rules throughout the nation, a meeting was held involving representatives of the Y. M. C. A.'s, colleges, high schools, prep schools and the A. A. U. This joint committee promptly standardized the play of basketball for the entire world and is the international governing power.

The game, tremendously popular elsewhere in the U. S. A., always was accorded a lukewarm greeting in New York City until the 1934-35 season. Then Ned Irish, an impetuous youth, with faith in basketball's appeal, rented Madison Square Garden and booked eight college games. The total paid attendance was 99,955, the receipts were over \$100,000, and a new record for attendance was hung up January 4, 1936, when 18,074 persons saw a double-header between N. Y. U. and Fordham, and C. C. N. Y. and St. Johns.

And now, let us get back to our own league of home-town basketweavers. A surprising number of these lads have mighty fine records in school and college teams and have been completely equipped for this new season. You may rest assured your attendance is cordially invited and that every game will provide a full quota of spills, thrills and excitement.



## The Real Bosses of Division Four



### Top Row, from left to right:

Donald Allan Wright, age four and one-half years, just wiggled all over trying to hold his two months old brother, Wayne Stephen, while the picture was being taken. These happy children are sons of Conductor L. A. Wright.

Laura Ann LaCreauex. Now there's a cute lassie for you. Laura Ann is two years of age and is the daughter of Conductor W. J. LaCreauex.

And this little mite is Donna Lee Cooney, six months old daughter of Conductor G. S. Cooney. On close observation, you will note that Miss Donna Lee is just as sweet as she is small.

Peggy Marie Flanagan. Can you beat this little lady for sweetness? She's a born colleen with plenty of cute-ability, we'd say. Peggy Marie is four years old and Conductor Neal Flanagan is her daddy.

Dave and Joe Hurzeler. Brothers, certainly, and two of the handsomest little fellows we've looked upon for some time. Dave is four and Joe is seven. And the proud daddy is Conductor Joe Hurzeler.

### Lower Row, from left to right:

Arthur Walter LaCreauex. Says he's going to try out for the Angels some day. Good luck to you, Arthur. If you don't make it, the Lary Leaguers will be glad to get you. Arthur is three and one-half years old and is the son of Conductor W. J. LaCreauex.

Baby Phylis Welch. She is a mighty cute little lady especially in the detached rumble seat. Phylis is five months of age and is the daughter of Motorman Walter Welch.

John Patrick Gilden. He is five months of age, friends, and Motorman J. F. Gilden is his daddy.

Robert Staten. Of course, everybody calls him "Bobby" and we don't mind saying he's a handsome little gentleman. Bobby is three years old and is the son of Conductor L. T. Staten.

## Honor Roll

Santiago Contreras, Oiler in the Way and Structures Department, was placed on the Special Roll effective October 9, 1936. Mr. Contreras en-

tered the services of the Company March 1, 1910.

John Lawrence Penny, Motorman, Division One, was placed on the Special Roll effective October 8, 1936. Mr. Penny entered the service of the Company June 20, 1905.

## Square and Compass Club Doings

Righto! That Swiss steak supper served us at Sonnenberg's Cafe on October 17 was "the tops." In spite of the weather being slightly unfavorable for the occasion, an excellent attendance was on hand.

The sweepers open, and here is the dirt: Gene Laycox would have been there, but was taking no chances on the unusual weather (a native son's terminology for rain, or worse) absorbing the press in his suit. No excuse, \$5.00 fine.

Duke Cochran was present, after a short absence. Russell Smith took a bow. Bill "Mahatma" Morgan swallowed another tamale, which accounted for his absence. Lloyd Yeager and his magical tricks added to the evening's entertainment. Jack Wilson failed to show up, but your supersnooper has it that the honeymoon will be over in 1942. We'll be looking for you.

Claude Campbell just returned from Indianapolis in time to attend the meeting. A. G. Rex will bach it for a week. Mrs. Rex is to attend the M. E. church conference sixty miles north of Sacramento. Joe Whitelock made his appearance after a long absence. Nightwork 'keeps Joe busy. John T. Little, a conductor at Division Four is now a member of our club. Welcome, John.

The fine son of C. O. Ashton has

joined Jordan chapter, order of De Molay. Congratulations to young Randel from a majority member of Southwest chapter. G. Stuart Mattern and son Glenn L. Mattern were among those introduced. We're actually worried about Elmer Wood. The last heard of him was when he was in Honolulu eating poi and doing the hula.

Would it be ethical not to mention the name of William H. Morgan? C'mon fellas, give Bill a big hand for the splendid manner in which he is carrying out his duties as our leader. Now, that's better.

Issues of Two Bells are mailed to many points distant from Los Angeles. Wonder if some kind brother would drop us a line, telling us of Masonic interest and progress in his locality. We'll wait and see.

Until next issue, let's remember that the winning of an argument is never worth the loss of a friend.

HOWARD S. BABB, Scribe

*A young lady who had never seen a game of baseball attended one with her escort.*

*"Isn't that pitcher grand?" she said. "He hits their bats no matter how they hold them!"*

*Maid—"Madam, the installment man is here again."*

*Madam—"Tell him to have a chair."*



## Bull's-eye & Misses

Thursday, November 5, will be the final meeting of the Los Angeles Railway Rifle and Pistol Club at which time the funds left in the treasury will be prorated to those members in good standing.

This is the swan song of the Los Angeles Railway Rifle and Pistol Club, as such. Several months ago it was decided by the Club to give up our charter on account of the scarcity of active members and the small amount of money in the treasury. The few remaining active members were accepted by the Centinela Springs Revolver Association as a whole to retain their identity as the LARY Silver Bullet Pistol Teams.

The Centinela Springs Revolver Association is a large group of enthusiastic shooters made up of the active members of a number of clubs. We have 168 members who devote considerable time to the affairs of the Association and to contests at the range. The initiation fee is \$1.00 and the dues \$2.00 a year.

This column in the future will be devoted to the Silver Bullet Teams. R. J. MacMillan of the Electric Department has qualified as Expert with a score of 266; J. T. Denis of the South Park Shops has qualified as Sharpshooter, with a score of 247. The next qualification shoot will be held on the second Sunday in December, at which time all members who wish to qualify will be given a chance to win their medals. This will be the last opportunity to qualify in 1936, so anyone who wants to try for medals should be sure to be there. When the grade of Expert is made three years in succession the shooter is given Distinguished Rating Medal.

The program for the immediate future calls for a competitive shoot between the Inglewood Police, Torrance Police, Los Angeles Motor Coach, LARY Silver Bullet Team and Centinela Springs No. 1 Team. This match will be held Sunday, October 25, 1936.

On the second Sunday in November there will be a contest between members only for prizes. The match will be one event for women only, any gun; an event for tyros only, any gun; three matches between class A, B and C, .38 caliber; three matches for Class A, B and C, .22 caliber. The classes A, B and C are determined by the shooter's previous scores.

The week before Thanksgiving will be devoted to a turkey shoot. There will be many events in which luck enters as well as events in which skill is the only requirement. The turkey shoot will last a whole week so if you

want a fat turkey for two-bits, come out to the range, that is, if you feel lucky and think you can shoot. The range is located in Centinela Park, Inglewood, directly across Redondo Blvd. from Inglewood Cemetery. Take "5" or "6" car or drive out Crenshaw or Florence to Redondo Blvd.

The range is closed on Mondays and Thursdays except for the turkey shoot. The Club meets on the third Monday each month in Patriotic Hall, Centinela Park, Inglewood.

L. E. SPARKS, *Secretary*

## Veteran's Club

The regular monthly meeting will be held at Patriotic Hall, 1816 South Figueroa, on Monday, October 26. Owing to the fact that our Commander is on the sick list one of the Past Commanders will be chosen to take charge of the meeting. We have several candidates who have not been initiated as yet and we should have a very good turnout for this meeting, it being the first meeting of the Club itself for several months. Try and be present if possible, and don't forget that we always have a bite to eat with the members of the Auxiliary following the meeting.

Past Commander Walter Culver is still on the sick list but able to get around a little.

Several of the members attended the opening dance of the newly formed Los Angeles Railway Post of the American Legion, and we hope to see several of their members at our next dance.

Don't forget that the annual Halloween Mask Ball will be held at Patriotic Hall Saturday, October 31. This has always been our big dance of the year, and if you have been to any of the others we have given you know you are going to have a good time. Come on out and bring your friends.

H. F. NELSON, *Adjutant*

## Retired Employes

The Association held its regular meeting on Tuesday, October 20, 1936, with President C. M. McRoberts presiding.

The proposed amendments to Constitution propositions and proposed laws were analyzed by the President and discussed by all present.

The secretary reported the death of H. W. Lawrence, one of our members, and the illness of J. R. Hardin and M. B. Phelps.

The meeting adjourned to meet again on Tuesday, November 17, 1936.

D. L. GRAGG, *Secretary*

## LARY Legion

Acting Commander Leo L. Leasman and Acting Adjutant R. H. Manning attended the meeting of the 17th District of the American Legion in Patriotic Hall Friday, October 16, and presented the application of the Railway Post for membership in the 17th District, which was voted on and accepted. The application will be forwarded to Department Headquarters for approval.

The dance given by the new Railway Post at Patriotic Hall Saturday, October 17, was a success and will be followed by another one still bigger and better. The date will be announced later.

There were several prizes given, among them a large basket of groceries. All those who attended said they had a wonderful time, and they wanted another dance soon. Music was furnished by Leon Sweet's orchestra.

On Friday, October 30, the Post will hold a meeting in Patriotic Hall. It is requested that all members be present. Any comrade who would like to come will be welcome. Let's go over the top and show the 17th District that we appreciate being admitted into the District.

The 17th District American Legion is giving an Armistice Day Dance November 10 in the Diana Ballroom at 4067 West Pico Boulevard, opposite the Forum Theatre, at 8:30 p. m. Tickets are 35 cents per person. Music will be furnished by Bill Fleck's orchestra. Refreshments will be served. The proceeds will go to help furnish entertainment for disabled veterans in the hospital. Tickets may be obtained from any of the comrades.

R. H. MANNING, *Adjutant*

## Bowling

By CHAS. H. HARDY

The Transit Employes Bowling Team which made such a fine showing last season is again in first place after the first four weeks of the new tournament in Broadway House League at the Broadway and Manchester Alleys. There are to be prizes for the High Team game, the High Team Series of three games, the High Individual Series of three games and the High Individual game. At the time of writing E. Fleming leads with a Series score of 599 and a High Individual score of 256.

The following are the members of the team: H. Petrie, W. Nolf, H. Winans, D. Rishel, E. Fleming.



## Los Angeles Railway Float



This beautiful electrical float, known as the Butterfly Chariot, represented the company in the Boulder Power Inaugural parade on October ninth. Many compliments have come to us on the beauty of our float and the loveliness of the young ladies who rode on it. The float itself was like a piece of fairyland and the girls who were from various departments of the company were costumed in delicate colors to blend with its daintiness.



Here are the young women who rode on our float: Back row, left to right, Flora Sitts, Statistical Department; Priscilla Prescott, Claim Department; Martha Lathrop and Ruth King from the Auditing Department; Maxine Hawke, Personnel Department. Front row, left to right: Florence Breeze, Auditing Department; Virginia Brooks, Money Counting Department; and Katherine Yavenditti and June Brantner from the Auditing Department.



# News From the Sick

By R. A. PIERSON

Superintendent of Personnel

A. Gongol, Watchman, Mechanical Department, who has been on the sick list since June, remains about the same.

B. A. Ferris, Elevator Operator, Los Angeles Railway Building, while on vacation in Ohio, met with an automobile accident. He was accompanied by his wife and her injuries were more serious, but the latest report from Toledo is that they are both on the way to recovery and will soon be back in Los Angeles.

A. E. Dodge, Motorman, Division Four, was operated on for appendicitis at the California Hospital. He is doing fine and will soon be out.

B. Weatherbee, Carpenter, Way & Structures, who has been sick since July 13, remains about the same.

H. E. Mickelson, Conductor, Division One, who has been on the sick list since July 7, is now able to be up and around, but will probably be off for some time yet.

W. S. Culver, Conductor, Division One, who has been on the sick list since September 1, is now having his teeth extracted.

C. J. Adolfsen, Switchman, Division One, was taken to the hospital recently. He is resting comfortably and will probably be out soon.

J. A. Scott, Watchman, Mechanical Department, is out of the hospital after an operation, and getting along fine.

W. H. Laing, Conductor, Division One, has been confined to his bed with influenza. He is now improving and will be back on the job soon.

C. R. Wheeler, Operator, Coach Division, who has been sick for some time, is improving and hopes to be back on the job soon.

W. G. Brooks, Checker, Schedule Department, who has been sick since August 27, is able to be up and about the house now. He will probably be back on the job about November 1.

K. E. Boyd, Conductor, Division Four, was taken ill October 5 and the doctor ordered him to bed for a few weeks.

J. T. Martin, Motorman, Division Three, who has been sick since June 9, is improving slowly.

H. D. Grush, Conductor, Division Three, had his tonsils removed recently.

J. F. Biddle, Motorman, Division Four, who has been sick since September 29, remains about the same.

J. J. West, Watchman, Mechanical Department, who has been sick since September, was up and around but overdid and had to go back to bed.

J. M. Caviedes, Lineman, Line Department, who suffered a fractured leg last August, is improving.

L. C. Hewett, Operator, Coach Division, was operated on recently for appendicitis. He is getting along fine and is anxious to be back on the job.

S. L. Bragg, Motorman, Division Three, spent a few days in the hospital under observation, but was allowed to leave without being operated on.

G. E. O'Bar, Conductor, Division One, was confined to the hospital for a few days, but is now out and improving nicely.

F. J. DeMott, Motorman, Division Four, who has been sick for some time, visited the Personnel Department recently. He is feeling a great deal better.

T. J. Hart, Conductor, Division Three, was confined to the hospital recently on account of pneumonia. He has now returned to his home and will soon be out and around.

C. Christophersen, Watchman, Mechanical Department, is beginning to feel like himself again and will soon be back on the job.

J. R. Lalley, Conductor, Division Five, was operated on recently for appendicitis. He is now up and around and will be back to work soon.

G. Paterson, Motorman, Division One, tried to catch a moving street car and fell, breaking his collar bone. He will be off duty for some time.

C. C. Clark, Conductor, Division Five, who fell from a ladder recently, is out and around and beginning to improve.

B. A. Rudd, Operator, Coach Division, was operated on during the month for appendicitis. He is getting along fine.

G. Duffin, Head Welder, Mechanical Department, remains about the same.

W. Pattinson, Conductor, Division Four, underwent an operation recently. He is improving nicely.

## For Sale

Beautiful console Atwater-Kent 7-tube radio, all new tubes, in perfect condition, \$10.00; cost \$135.00 in 1929. Also almost new Hawaiian guitar, case and complete equipment, with self-instruction book, \$10.00. Cost \$35.00 new. Phone GRanite 6338.

\$175.00 credit slip on any new 1936 or 1937 Pontiac car. Terms or will consider trade. Ted Fogleman, 16th Street Motor Coach Operator.

Oregon farm, 72 acres under cultivation, 2 barns, 5 room house and small buildings. Willamette valley land, good for any kind of crops or poultry raising. I. L. Rauch, Coach Operator, 16th Street Coach Division.

## Births

The many friends of Mr. and Mrs. Arthur D. Pearce will be pleased to learn that their home has been blessed with a handsome baby boy.

The little one, who weighed seven pounds and eleven ounces, was born October 12 and has been named Robert William.

Mrs. Pearce was formerly an employee of this company and served approximately fifteen years as typist.

Our hearty and sincere congratulations are extended to Mr. and Mrs. Pearce on this happy occasion.

\* \* \*

Born October 12, 1936, to Mr. and Mrs. John F. Annaia, of Division Five, a little baby girl, Virginia Eastarie.

\* \* \*

Conductor H. N. Cole of Division One is the proud grandfather of a fine seven and a half pound boy. He arrived on Sunday, October 11, and has been named Dennis Neale Bishop. His parents, Mr. and Mrs. J. E. Bishop, reside in Long Beach, and being their first, they are extremely happy, and so are Grandpa and Grandma.

\* \* \*

Little Miss Lynette Sproule, seven pounds thirteen and one-half ounces, was born to Mr. and Mrs. W. F. Sproule at the French Hospital, September 30. Sproule is serviceman on the Third Shift at the 16th Street Garage.

\* \* \*

Conductor V. W. Hankins of Division one is rejoicing over the arrival of a new daughter on September 28. Her name is Bonnis Ruth Hankins.

\* \* \*

Safety Operator P. E. Ashley of Division One reports the arrival of a little stranger in his home on October 4. It is a girl and her name is Darline Marie Ashley.

\* \* \*

Bob Findlater of South Park Shops is celebrating the arrival of an eight-pound baby girl born October 12.

## Appreciation

Letters of appreciation for the courtesy extended and for floral offerings sent to them during the time of their deep sorrow and loss have been received by the Company from: Nina E. Moore and daughter Doreen; Mrs. MacLean and family; George A. Williams and family; Charles Unwin and family; Mrs. Anna M. Mayo; Mrs. J. H. King and family; Mr. and Mrs. A. Krasch, and John Jaconovich.

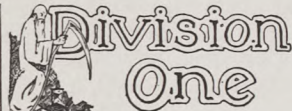


# Journey's End

Berry Hector, Scrubber, Department No. 8 in the Engineering Department, passed away October 17 1936. He was born in Farmington, Georgia, and entered the service of the Company December 2, 1926. Mr. Hector is survived by his widow and daughter.

William Tom McLean, Watchman in the Engineering Department, died October 11, 1936. He was born in Lucknaw, Huron, Canada, and was employed by the Company as motorman February 11, 1903. He was transferred to Division Five in 1932 and appointed watchman in 1934. Mr. McLean is survived by his widow, two sons and three daughters.

George Andrews Williams, Uniform Inspector, Division One, passed away October 9, 1936. He was born in McNary County, Tennessee, and entered the service of the Company as Gripman July 31, 1889. He was appointed motorman at Division One in 1895 and Uniform Inspector in 1927. Mr. Williams is survived by two daughters.



H. N. COLE

It is reported that Ed Urban's dog has become reconciled to Ed's new uniform and there is no longer any danger of being attacked by his own dog. However, when and if he has his suit pressed, it is likely the Mrs. will have to tie him up again when Ed is around.

That motorman you see around whom you no doubt think is a stranger, is not a stranger at all. He is the same old J. H. Johnson with his mustache missing, so go easy with him.

Motorman L. L. Smith is spending thirty-five days in Minnesota visiting relatives.

Conductor W. L. J. Vogel has gone to Palm Springs for a stay of twenty-eight days.

Conductor K. M. Springer is off on a twenty-two day leave of absence. Just resting up, presumably.

We regret to report the illness of Charlie Adolfson, the switchman. He is at this writing in the hospital and is improving, according to latest reports.

Motorman Henry Hanson who has been ill for quite a while is much better and is now filling a flagging job while recuperating.

For the first time in many years, Motorman John Fagin missed out, and the strange part of it was, he had no alibi, just an honest to goodness old-time miss-out.

Conductor J. R. Hamilton left on October 5 for a trip to Joplin, Missouri, where he will visit relatives. He will be away for thirty-six days.

Conductor J. H. Stanley took ten days off for a flying trip to Albuquerque, New Mexico.

Conductor-Extra Clerk J. O. McArthur is visiting relatives in his old Georgia home. He will remain there for two months and then be glad to get back.

## Married

Motorman F. A. Vallee and Miss Dorothy Femling were married on October 10, and left at once for a trip to New York with a stop-over privilege in Minnesota. They will be away for thirty days.

\* \* \*

Conductor F. H. Neville is taking a trip to Idaho. He will be gone for nineteen days.

Safety Operator C. P. Moore spent two weeks in Eureka during the past month.

We have at this time the following on sick report. Conductors W. E. Hodgson, J. Korin, W. S. Culver, W. H. Laing, G. E. O'Bar, D. M. Spitzer, and J. J. Dempsey; Motormen J. J. Hillis, G. Patterson, C. J. Baylor, B. A. Johnson, V. E. Scott, W. Huenergerdt, R. J. Orphan, W. L. Howell and G. L. Stoddard.

The passing away of George Williams, Uniform Inspector of Division One, was indeed a shock to his many friends, as he was a friend to everybody around the Division. He was always generous with his wise advice in regard to buying property or any business deal. We miss our friend, George.

Here is one of the busiest men in the city. Introducing Motorman C. P. Polin, who is not only a first class motorman, but is regarded as one of the best Scout Masters to be found in a day's search. He loves his work immensely, and at present is engaged in building up Troop 349, from a mere handful to a number that will compare favorably with the best of Troops.

Conductor C. H. Coats is Assistant Scout Master of Troop 349, and results prove that he and Scout Master Polin are doing a splendid work.

Motorman W. R. Fleck, Scout Master of Troop 14, is also building a reputation that cannot be overlooked, all of which goes to prove that Foreman J. B. Lair, Assistant District Commissioner knows how to pick them.



L. VOLNER

Because of sickness, Johnnie Brannick was unable to fill his position as flagman at the Union Pacific crossing on San Fernando Road for several days during the past month. Mr. Brannick was greatly missed by all the trainmen and, also, by the many ladies who have to cross this busy thoroughfare on their way to work. Conductor J. W. Allen acted as flagman. Mr. Allen was unable to fill his duties as conductor on the "5" Line on account of a sprained side, and as he was taking things rather easy for several days, was pressed into this flagging position.

During the past month Conductor D. A. Kuykendall received a day's vacation, at which time Mr. Kuykendall intended to have a real day's fishing. Arriving at

the harbor at a very early hour, he was all set for a full day's sport. He was ready to board the last boat out for the day when 'twas found said boat had lost a rudder, thus being unable to venture out on the briny deep. A sad conductor had to return to Los Angeles.

In a mix-up of some kind during the month of Spetember, Conductor F. C. Peterson of this Division was shot. The first reports were that there was no hope for him, but at this writing we are glad to state he is getting along nicely and no doubt will soon be able to resume duty.

Just returned from a several weeks' vacation to his old home in Kansas where he had a most delightful time, Motorman C. T. Morgan was asked by some friends to pilot their automobile on a vacation trip to the State of Oregon. Being a very obliging gentleman, he readily accepted the invitation and at this writing, he is still in that country.

In the vicinity of St. Peter's Hall on North Broadway are many Italians, and in this district Conductor I. Gasparro lives. He received his commission as clerk at the general election, his station being St. Peter's Hall.

During October Conductor C. E. Dunlop was off duty for several days, during which time he visited Gilman Hot Springs and took the baths.

Motorman W. W. Westek spent ten days visiting in Chico during October.

Motorman G. M. Martin and wife have returned from an enjoyable trip to points in the Northwest.

During the latter part of October Motorman M. Abraham and his family spent several weeks visiting relatives in Utah.

Conductors R. G. Carr, R. E. Penney and L. Wankier are former Utah boys who returned to that State to visit relatives during the month of October.

At the present time Conductor L. E. Vickrey and family are visiting relatives in Amarillo, Texas.

Having recovered from an accident when he fell from the top of a car at Avenue 28 and North Figueroa several weeks ago, Motorman R. Z. Matthews is on duty again.

Motorman R. H. Vick and family have returned from a visit with relatives in Kansas. Mr. Vick says he is certainly glad to be back in the land of sunshine. While he was back in his native state a post card was received showing a greatly enlarged grasshopper with a man on its back. Boy, they sure grow 'em big in Kansas.

Motormen L. O. and A. L. Chapman were called to their home in Illinois because of the sudden death of their mother. The sympathy of Division Three is extended to these young men.

On the morning of October 16, Conductor H. W. Corneth came in and called for his run just the same as usual. When advised by the clerk that the run had been given out some time ago, Mr. Corneth looked greatly surprised, and quickly glanced around at the clock and saw that same was many minutes past the time he was due out. Mr. Corneth finally awoke and found out that something had gone wrong with his clock at home, but was greatly worried about how he would give his wife a satisfactory explanation about this missout.





## Division Four

C. J. KNITTLE

White meat, dark meat, punkin' pie,  
Turkey stuffin' piled sky-high;  
Giblets gravy, three kinds o' cake,  
Jelly, chaklut 'n' stom'c-ake,  
No school Friday, got a gun—  
Ain't Thanksgiv—

Beg your pardon, friends. Guess we put the cart before the horse that time, but anyhow this is the November issue and our sincere best wishes are that you will all have a happy Thanksgiving.

Owing to the fact that Two Bells will appear at the Divisions about the first of the month instead of the tenth, as usual, this issue had to be prepared on short notice. Kind of caught us scribes with our socks down. You can take it from us, though, we did our darnedest. And now . . . the news.

Motorman J. D. Ledford is certainly an ambitious young fellow. After he finishes his run he eats dinner. Then he dashes out to Los Angeles High School, where he is taking a course in navigation. This is probably a very good idea. Ledford is the gentleman who was sailing peacefully around the harbor not long ago and ran

smack into a battleship. And he an ex-gob! Can you feature that?

About the November election we have a pretty fair idea of who Conductor Duke Lowen will vote for. He came to work on October 19th with fifty Landon buttons stuck on his coat front.

Forty-one newly employed trainmen are breaking in at this Division now. All were taken on for service as motormen, but some are breaking in for conductor duty.

The "B" and "O" lines, formerly one-man, went two-man October 14th.

We are glad to find that Traveling Instructor Oscar Elrod has been assigned, at least temporarily, to this Division.

A line shake-up was held for Line "P" on October 6th. Ten full runs were added.

Conductor W. L. Cooper and Foreman B. B. Boyd arrive at the Two Bells Cafe about the same time every morning. And every morning they match coins to see who shall pay for the coffee and—. We don't know what the score is right now, but of the first thirty-three times B. B. paid the bill thirty times.

Motorman B. B. Pontius worked for the Pacific Electric for three years, but does not think he is related to the President.

Conductor T. C. Mattfield is spending a ninety days' leave visiting relatives in Canada.

Conductor P. H. Chapman has also been granted ninety days' leave to visit relatives in Texas.

Conductor C. I. Jones, who is vacationing with the folks in Tonkawa, Oklahoma, we expect him back shortly with reports of a good time.

### Wedding

On September 21, 1936, Conductor George Case, his fiancée, Miss Edith Pickett, and Motorman Ed Cotterly motored to San Diego, where the wedding ceremony was performed. Ed was the best man, and he says that George was so excited that he kissed the judge and paid his wife. Well, congratulations, Mr. and Mrs. Case. And, George, don't let the boys kid you about your fishing trips being all off now. You know they are.

\* \* \*

Several of the boys have been asking where Extra Clerk Vic Muckenthaler is. Well, boys, he is doing his chores up town in the Money Counting Bureau now and Conductor Bill Bird has been appointed extra clerk in his place.

Don't forget that the opening game of the basketball season will be played on November 6th, when we will entertain Vernon Yards. All Divisions report a large number of players turning out for practice this year and there is going to be some ding-dong battles. Manager Doyle McClurg says he has some very good material, and while not making any pre-season statements, he claims our gang will be in there, win, lose or draw.

We are surely glad to welcome Motorman R. W. Steedman back on the job after three months' illness. And, believe it or not, his incapacitation was the result of a very bad case of sunburn, so next summer, when any of you decide to take time out for a trip to the beach, don't try to beat old Sol. Getting tanned in one day cannot be done and is very painful.

Conductor P. C. Briggs has been appointed regular flagman and we wish him the best of luck.

We are sorry to hear that Clerk Warren DeMuth's wife is in the Queen of the Angels Hospital, having undergone an operation for appendicitis, and wish her a speedy recovery.

A letter of appreciation has been received from Mrs. Anna M. Mayo for the kindness shown to her by the men of Division Five and for the beautiful floral offerings sent during her recent bereavement.



## Division Five

FRED MASON

When Motorman Andy Sybert goes deer hunting he does things right, and one of his right-hand men is a burro that he has staked out in the Malibu Mountains. Andy knocks them over and the burro packs 'em in. On one of his recent trips a friend who accompanied Andy decided he would ride the burro. "It can't be done," said Andy, and he knew what he was talking about. Said friend then just had to ride him, and in one jump was on him, but that was all there was to it—just the jump. He had no sooner made contact than Mr. Burro did his one jump and the would-be rider went through the air like the man on the flying trapeze, and he landed in the most beautiful bed of cactus that nature could provide. It took Andy almost an hour, using a pair of pliers, to pull out the needles, and his friend, upon regaining his breath said, "I knew just where I was going to land, but there wasn't a gosh darn thing I could do about it."

Conductor E. E. Cornelison is back to work after a very nice vacation back home with the folks in Fort Hall, Idaho, which, he reports, is a very busy little spot right now and looks real good.

Motorman S. N. Cupp is back, feeling full of pep and resting up at home for thirty days.

If it's a football game, Motorman P. L. V. Robert is going to see it. Received a card from him saying he had just seen the St. Mary's-California game in San

Francisco and that he would be back in time to pull his run.

Speaking of football games, there's always one game each year that Motorman Henry Mast has to see and that is the U. S. C.-Washington State game. And he also always takes his mother to this game. Henry got his tickets in advance, but he looked kind of blue the morning of the game when it rained and rained and rained. When the kick-off came, though, there was Henry and his mother sitting in the stands, proving that there is nothing of the fair-weather football fan about them.

Conductor Jim McHenry is back from Grantville, Kan., where he was visiting a sick sister.

Mr. Dickey received a letter from Conductor Roy Kennedy, who is vacationing at Oscillia, Georgia. Roy says he is having a great time eating fried chicken and sweet potatoes and then more fried chicken and sweet potatoes. He will be back in a couple of weeks.

When any of you boys want to start your car via the crank route, don't ask either Motorman F. Lyle or Motorman H. J. Bower to do the cranking for you. Lyle was the first one to try it, resulting in six stitches having to be taken in his right hand, and the next day Bower tried it and almost lost his thumb.

We are very glad to hear that Motorman Les Lininger's wife, who was very seriously ill, is home from the hospital and well on the way to recovery.

We have also received good news from Motorman R. W. Huntoon regarding his wife. She is getting along nicely now.

Motorman Jesse Laird also reports that his wife is getting along fine after an operation for appendicitis.

While nobody has received word from



**16th Street Coach**  
CHARLES H. HARDY

W. Haynes tried out his new Ford V8 on a trip to Detroit and other points east and is quite pleased with its performance. He gained 15 pounds during his vacation, and now that he is back, that 3:30 a. m. run is hard to take.

The boys of the Wilshire line got together and celebrated Funk's birthday, September 27th, by going through with a No Accident day. Funk said he would like to have a birthday at least three times a week with that kind of celebration.

H. E. Sweet caught a mess of fish off



Dana Point and found it wet coming and going.

It is reported that our good friend Tiny Schunck can actually get in between the wheel and seat of a 300 coach with the aid of a shoe horn and that he has also invented a new chest protector.

M. G. Davis spent three weeks of vacation in Colorado. During his stay he was drafted to the vaccination of cattle, and a foot of snow was on the ground when Davis left for home as October was being ushered in.

The boys are quite pleased with the new lockers recently installed and are hoping for some new ping pong equipment.

W. E. Ryman is a new man on the Boulevard, and he knows the stops, but he was almost staggered when a lady asked to be let off at Von's Pink Tablets.

After seeing H. M. McNeil's picture in the theatrical sections of all the newspapers the boys all expect to see a great melodrama one of these days entitled "From hack-hand to movie star in a few short months." Walton being on the front end did not crash the movies.

We understand that M. Pechtler had the sink full of dishes and was eating out when his wife returned from her vacation. Marvin certainly had been the lonesome kid.

A. Coplan is back in tune after his mishap.

J. Landreth lost a fare the other day. A lady got on his coach but could not remember where she wanted to go.

The boys seem to be well pleased with the new Car House Bus Cafe which opened next door to the Coach office. However, when one of the extra men was heard to complain about the coffee being too hot, an older man immediately spoke up and said, "Here, take mine, it is already sauced and blown."

New men entering the service of the company during the past month were: Norman Holcomb, Wesley Atkin, G. L. Anderson, W. M. Johnstone, Glen E. Blakeslee, W. J. Hogan, L. M. Austin, F. A. Widman, V. M. Cowen, J. H. Richards, K. E. Nevens, D. W. Parkhurst, F. Thompson, J. E. Fraley, J. M. Plum, J. S. West, L. Pierce.

New men on the Wilshire line during the past month were: D. R. Owen, W. E. Ryman, J. E. Long, M. Ostler, C. C. Crutcher, J. M. Polhamus, H. R. Armstrong, J. T. Hope, E. P. Brule, W. E. Balfe.

H. Lehnhart lived in the same house for the past ten years and decided to move. Of course, moving day had to be dampened with a downpour of rain.

J. Kresge has under his wing a new 147-pound sensational amateur leather pusher, Harry Nichols from Kentucky. This boy has been stealing the show at local bouts and is to be entered in the Examiner Golden Glove Tournament, which will start in Hollywood.

Dan Cupid and that old poultry, the stork, have passed up the Coach Division the past month.

Harry Van Den Burg awakened one night recently and found a strange man stark naked standing in a daze. Harry very nonchalantly dug out his trusty artillery, made the man dress and es-

corted him to the great outdoors where he undoubtedly returned to the beer parlor from whence he came.

#### Married

George Riggs married Miss Dorothy Walters of San Francisco, Friday, October 16, at the home of the groom's brother on West 46th Street in Los Angeles. The wedding was a family affair which took place at 7:30 p. m. with a reception afterwards and also a lot of monkey business such as rice, old shoes and tin cans.

#### GARAGE

Floyd Nolf has returned from a lengthy vacation in the East, where he visited the Twin Coach plant in Kent, Ohio, and made observations on bus equipment in Detroit, Cleveland and Buffalo. Floyd tells us that while some of the larger cities have new equipment similar to ours, many of the buses back East are old, dilapidated and dirty compared to ours. He also witnessed the beautiful night display of Niagara Falls and visited the Dallas Fair and Carlsbad Caverns on the way home. Two flat tires were the only troubles he had with the new Chevrolet on that 7100-mile trip. The wheels did not fall off as predicted by his pals. Floyd brought back a supply of Apple Brand eating tobacco which is as black as coal and supposedly very delicious.

We miss W. T. MacLean, who passed away recently after a short illness.

J. Johnson and J. Smith returned to Division Three.

Les Harrier enjoyed a vacation in Nebraska and Colorado.

The boys would like to know if those clothespins holding the windows on Dean Ovard's De Soto are standard equipment or Ovard's own invention prompted by necessity.

Ed Serabia had no ball games to attend so he enjoyed a pleasant evening at the morgue recently.

E. Graham spent his vacation up and down the coast from Santa Barbara to San Diego.

Lil' Abner Smith of the Storeroom is no longer with us.

J. Albright carried his left wing in a sling for several days on account of boils.

A new Ford V8 is Bill Wilson's latest pride and joy, and he is talking his old pal, W. "Snowshoes" Powell into trading his Plymouth for a Ford.

F. Claudino wonders if the Native could see his tool box if he painted it a bright red.

Wally Weberg will have to take a back seat in the realm of fashion if E. Webb makes any more coach changes in his Sunday clothes.

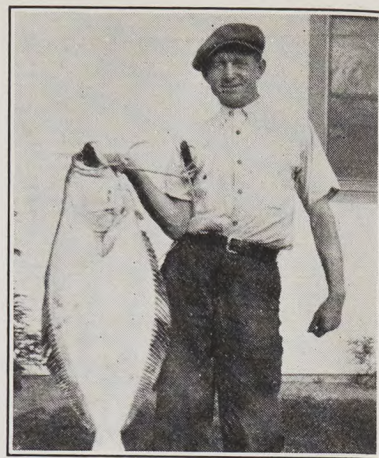
Walt Dewhirst spent a quiet week of vacation recuperating from the effects of his infected hand and the shots he was given.

Dreaming all night that he was changing a new 3700 transmission, Ed Serabia came to work all tired out next morning only to find out that he really had to change one.

We extend our sympathy to W. Unwin, gateman, whose wife passed away recently.

Harold Steenrod from South Park is the new man in the Storeroom.

J. Summers' young son expects to become champion bone-buster. Some time



**Joe Riedel, Machinist at 16th Street Garage always brings home a good catch when he goes fishing.**

ago he broke an arm and then before it was completely healed he cracked up a collar bone. Recently he broke his other arm falling off a fence.

The Second Shift presented Wally Weberg with a nice new brush with which to grease brake cams, feeling that the brush was mightier than the pencil.

Wimpy Lingford keeps away from the showers since the boys ruthlessly tried to ruin his marcel.

New faces in the Garage belong to Paul P. Marshall and R. Gardner from Division One and G. Powell from Division Three.

F. Rowbottom has returned from an enjoyable vacation back East as far as New Jersey, covering about 7000 miles on the entire trip. He made observations on bus transportation in Chicago and Newark. On his return he brought his mother, Mrs. J. A. Rowbottom, almost 81 years of age, to California from Bristol, Wisconsin.

#### Married

E. S. Deack married Miss Mary Cosma October 3rd at the home of friends in Santa Monica.

**Virgin & Santa Monica Coach**



**D. S. COBURN**

As predicted, the showing of the motion picture, "Hold That Line," was very successful and met with the hearty approval of everyone who viewed it. Johnnie Hay and Fred Stevens, the operators who made the film possible, wish to express their appreciation to Mr. Patton and each of the men who cooperated and contributed their services and time in producing the picture.

C. D. Kuhlman, our night cashier, is back on the job after being confined to his home for a week with the flu.

Bill Baker, night dispatcher, is back from his vacation with some fine photographs and stories of his trip to the Pacific Northwest, although he narrowly averted losing his car in a fire when he



stopped at a camp which was destroyed by the flames.

Bob Crandall, Sunset Operator, is on sick leave and is regaining his health in the Imperial Valley.

D. C. Hull is now on the lookout for prospective buyers of cars. He is with the Studebaker agency in Inglewood.

Operator D. D. Miller has changed over to conductor, having taken the run left open when I. C. Hall resigned.

We understand that Conductor F. B. Guichard has accepted a position with a real estate firm in San Fernando Valley and reports are that he is doing very nicely with them.

### MECHANICAL DEPARTMENT

#### Wedding

Bob Dunning ended his bachelorhood days when Miss Pauline Baker marched down to the altar at the Rosewood Church on September 16th. The bride is a former resident of Columbus, Ohio. Their many friends wish them good luck and happiness.

\* \* \*

Hubert Buttram is back on the job after a four weeks' sick leave with his finger still bandaged. The digit was injured when he dropped a 12-volt condenser on it. His work was carried on in his absence by Assistant Foreman Gus Vollmer, who managed to get by without any personal injury.

Hank Thompson, our day foreman, is very evasive when talking politics. He wears a button for each candidate somewhere on his person and when he finds out who you are for he proudly displays a button for your favorite candidate. Watch his windshield stickers for his latest choice.



F. ARLEIGH FRAZIER

Tom Rocha tried to stop a fight and only succeeded in stopping a hammer—hence the dent in his head.

L. Griffith has installed or is considering taking over several concessions at the different race tracks.

Our sympathy goes out to Harold Conacher whose mother passed away October twelfth.

We have heard of shortening the sheets but Howard Lock has gone 'em one better, that of parading around with a shortened neck-tie cut off about two inches below the knot.

Berry Hector of the Truck Shop wash rack was run over by an auto October sixteenth after work and did not gain consciousness. He died October 17, at 9:10 a. m. He was knocked sixty feet by the impact.

E. Edwards is chauffeur to and from work for W. W. Huskey, J. E. Spicer and John Bladel. One morning a few blocks distance from the corner of Avalon and Florence a paper boy drove up, stopped them and wanted to know who stole a paper. Edwards said he didn't and he asked Huskey in the rear seat if he stole it and Huskey said, "No, sir, no, sir" to

the little paper boy. Now every morning on passing that corner Huskey scoots down out of sight.

Introducing new men in the Truck Shop, C. W. Beaton and William Penn.

Felipe Carrillo is worrying about all the trouble he has keeping track of his red bandana.

R. G. Kenway has answered the beckoning call of a vacation.

C. W. Guier has been transferred to Electric Repairs from Blacksmith Shop. Al Malm is home sick.

The boys of the car wiring section all went in together to buy an electric shop clock. Ted Ormston collected a dime from each man and when he came to Cliff Donnel he said he would pay his dime in ten payments. Ted discovered after getting two payments that he had enough to pay for the clock so he returned the two cents.

Enjoying San Francisco weather and sights is W. B. Smith who is on vacation.

#### Wedding

Tom Lock was married to Mrs. Maida Neiswender October third.

\* \* \*

A. C. Joiner returned to work from two weeks of absence, account of injury.

Bradley is back in the weather business and hits the nail on the head once in a while. R. E. Smith says Bradley isn't a Prophet because he has been keeping tab on him but has to admit he does guess it right sometimes.



WALTER WHITESIDE

#### LINE

Sam Underhill, probably the only real hunter of the Line Department, left recently for the wilds of Utah to bring back his yearly "buck." We haven't learned whether Sam has a deer farm in Utah where the deer are waiting for him or if he is just a good shot. Anyway he always brings home the goods.

Judging from the luck that Heinie Messner has when he goes hunting, one wonders why he doesn't try to team up with Sam some time so that he might learn the art of tracking and killing a deer, as probably the reason Heinie doesn't ever bag a deer is because he undoubtedly wouldn't know what one looks like if he saw one.

Joseph "Sailor" Urban enjoyed a few days in the fair city of San Francisco. He combined a vacation and business trip to help add to his pleasures. Joe represented Manchester Lodge at a meeting of the Grand Lodge of the State of California.

The Emergency crew had to be on its speediest and best behavior the other day when called to make temporary repairs to a broken feeder tap in front of the L. A. Railway Building.

Miss Lander of the office crew decided that she would lay off of long distance traveling this year; therefore she stayed within walking distance of 45th and Vermont.

One of the Line Department crews can be seen every day busily engaged in installing a new signal system at Ninth and Spring and Main.

We are happy to report that J. M. Caviedes is progressing very well and expects to return to work soon. He broke his leg last August 9th.

L. C. Hunter and L. H. Leusch had to take a few days off due to slight illnesses.

### SUBSTATIONS

Have you noticed that big smile of satisfaction across the face of Benny Lerit because if you haven't you just ain't seen nothin' yet. The cause of all the smiles of contentment is the fact that his days of baching are over, his wife returning home from a visit to New York. In fact, while Mrs. Lerit was away, Benny's cooking got so bad that he had to take a few days off to attend cooking school.

We are sorry that we overlooked the report of the grand vacation spent by Elmer Ness and his family. They took in all of the sights at the Big Basin and also Yosemite Valley.

One morning recently, when Elmer Tharp opened his front door to get his milk, he found an envelope lying on his porch. On opening the letter he found the contents to contain an extortion note demanding a large sum of money to be left near a pole near his house. Elmer immediately called the police and on investigation they stated someone was probably playing a joke on him. In our opinion, this was a very punk type of joke to play on anyone.

On a recent relief day period, W. D. McArthur and family enjoyed a very good trip to Pinnacles Park near King City. While there W. D. met the Governor of California, who was also spending a short time at the park, and Governor Merriam invited the McArthur family to dine with him that evening, but the invitation had to be declined because Mac's work was calling to him to return. Your writer doesn't believe all of this story, but this is how it was told to him.

Howard Jones spent a few days in San Francisco attending Grand Lodge. He represented Glassell Park Lodge.

Fred Warrington sure had a lot of explaining to do after Washington State held S. C. to a scoreless tie.

E. O. Thurtell is enjoying three square meals a day now that his wife has returned to the city.

Bob Bass was in Topango Canyon when the fire broke out, and being a person well versed in the art of fire fighting he told all of the movie stars how to keep the forest fire from burning their homes. His system is to set your house on fire yourself.

The sympathy of the department is extended to F. I. Flynn in the passing of his brother.

### ELECTRICAL CONSTRUCTION AND BONDING

Vacations being over, the members of this department are now figuring on the purchase of Christmas presents.

We understand that the boys of the Garage enjoyed a few hours of choice swimming the other day when the pump went out of order.

Bill Banbury has been very busy col-



lecting clocks in the main building and having them changed over to the new 60-cycle current.

Bill Boyd was on the sick list for a few days, but is now O. K.



## Mechanical Divisions

F. F. ROBEY

### DIVISION ONE

J. W. Johnson has been transferred from the Garage to Division One and E. N. Franklin is the newest man to start work here. We're glad to have you with us, boys.

C. Schultz has taken two weeks off to make a business trip to Kansas.

E. G. Hall resigned and is going back to Indiana to visit his father.

Earl Skinner has been transferred to the Shops.

W. A. Jermy was transferred from the Shops to this Division.

V. D. Cook and P. P. Marshall have also left this Division to start work at the Shops.

Old man "Flu" is making his rounds again and judging by the sniffles, is going to have plenty of clients. Harry Swartz was the first victim this year, being off for eight days, but he is now fully recovered.

Two old timers, Leeland Lee and Tom Lambert, paid the boys a visit. Both are doing well in their new jobs.

The "Old Observer" says his remarks in last month's "Two Bells" still goes.

Babe Brown hasn't sent out any invitations for his house warming yet. What's the delay?

R. L. Howe's wife has received a hurried call to go to Portland, Oregon where her father is very sick. We wish him a speedy recovery.

Floyd Bond and Bill Houts went duck shooting and young Clarence Bond went along to do the picking up and to get a few tips. It ended up in the boy showing them how—and for particulars—ask Clarence.

Mr. Peach, our Night Watchman, has donned the gloves again and is getting boxing practice. Woe betide any trespasser here.

### DIVISION TWO

Henry Yardley, who has been watching at west end of Division Two, has returned to the train service and has been replaced by an old time trainman, M. B. Madden.

We extend our sympathy to Watchman W. C. Unwin in the loss of his wife, Ada, who passed away October 15, 1936.

### Wedding

Warren P. Beck, Mechanical Street Inspector, Seventh and Broadway, has a regular day off on Thursdays, so on the 17th of September he took his lady friend for a ride in his new Hudson and they arrived in Yuma, Arizona, returning the same day as Mr. and Mrs. Beck. Congratulations.

Mrs. Ralph Jones, newly-wed, has been sick and confined to bed and they say Ralph is some housekeeper, especially house-breaking the new pup. As for cooking he is a past master, especially when it comes to reducing. He has lost ten pounds in two weeks.

### DIVISION THREE

Not to be outdone by Dickenson's new Ford, Assistant Foreman E. W. Swanson bought a new Chevy. Now for a police escort, eh, Eddie?

W. Whittington and F. Walton are the new night cleaners and T. McDowell and W. O'Neil are the new day ones. Glad to have you, boys.

A. O. Roman is re-roofing his home. He says it is nice to have a good roof over your head.

Sam Rossnick surely seems to like it over around Soto Street.

H. Sparks has moved into a home of his own. Really settled at last, he says.

M. Krakar is looking forward to his wife's return from a trip East. Says he can boil water without burning it now.

W. E. Oglesby has been transferred from Division Three to Division Five on account of being nearer his home in Inglewood.

J. D. Smith has been transferred back to this Division from 16th Street Garage on account of men returning from their vacations.

This Division was honored the other day by a visit of our new President, Mr. L. S. Storrs and our Vice-President and General Manager Mr. P. B. Harris.

### DIVISION FOUR

Recently, while on a trip to the mountains, Cliff Parker and a party of friends had the misfortune of turning over in their car. Luckily, no one was seriously injured.

Assistant Foreman J. Inman is going around disguised in a new pair of glasses. He says he can see twice as good now.

Ed Gaston has the record at this Division for making the largest catch of the season. He landed two tunas off Catalina weighing thirty-five pounds apiece.

Our division Governor, George Smith, has many things in store for us in the Association and our list of members is growing rapidly. Other Divisions please take notice.

### DIVISION FIVE

M. L. Graham is trying his Ford V-8 out in the stock car races. Might not be a bad idea????

See Bill Elmlad if you want to know where the No. 7 wire goes. Bill sure is studying it.

Tom Lambers has been on another fishing trip. This time he took Fred Dudley along and Fred took his big easy chair along. Tommie told the usual story, "Didn't get a bite." But Fred, well, he told a different story. He said, "Never had a better time in my life in my big easy chair, reading, snoozing, and watching Tommie." Fred says that Tommie just can't pull them in after he gets them hooked.

We wonder what is the matter with Fred Keller and Ralph Lathrop. We know

the trouble with Ralph. He has a black eye and we know that Fred gave it to him. But what started all this in the first place? Ralph had to make out an accident report as well as Fred. A little harder and we might have had the RED LIGHT burning.

Some of these days when you have nothing else to do and can think of nothing else to say and you want to see a fellow sort of GOT, just ask Ralph Nokes where are his boots and saddles.



## Vernon Yard

H. I. SCHAUBERT

The sympathy of the Track Department is extended to Ed Cavanaugh on the death of his mother.

One of the scrappy old timers, Jack Dempsey, is staying close to home these days. He would welcome a little visit from any of the boys.

Jim McArdle dropped off a Hawthorne car the other day for a visit with Pat Connolly. Same old easy going Jim. He weighs over two hundred pounds now and feels fine.

Harry Diebert had a rather disappointing vacation trip. During a brief pause to commune with nature, the shoulder of the roadway gave way under Harry's car and slid down into some poison oak. Harry's ingenuity got the car back on the road in a short time but he spent some time thereafter doctoring a severe case of poison oak.

Bill Bramlette and his welding crew do not care to work on the Forty-eighth Street right-of-way. While working on joints the other day, east of Normandie, they killed sixteen black widow spiders and saw eight more which they were unable to get. Needless to say, the boys got just a little nervous.

A recent Sunday outing of Frank South and his family had a serious ending. In an accident his mother was badly injured and Frank received several cuts from flying glass.

George Jamison reports pleasant weather and an enjoyable time while on a recent trip to San Francisco.

Carle Kennedy proved his fire fighting ability during a recent conflagration in a pile of old ties at Vernon Yard. He was ably assisted by Fred Ellermier in forming a bucket brigade and promptly stopping what could easily have been a serious fire.

Keen disappointment was registered by the boys in the Yard when Jimmie Watkins and Austin Fleetwood returned from their hunting trip without any venison. The sole purpose of the trip had been to furnish meat for a barbecue. However, appetites were quickly readjusted in anticipation of some steer beef prepared by Bill Swearingen.

Drop in some time and look over the freshly painted Yard office. Frank Bache did a much needed job in a masterful manner.

"Bashful Bill" Weeks is married. Full particulars as to the lucky lady, time and place can only be obtained from the Personnel Department, however.