

TWO BELLS



Have You Earned Tomorrow ?

Is anybody happier because you passed his way? Does anyone remember that you spoke to him to-day? This day is almost over and its toiling time is through. Is there anyone to offer a kindly word of you?

Did you give a friendly greeting to the friend who came along or a churlish sort of "Howdy" and then vanish in the throng? Were you selfish, pure and simple, as you rushed along your way, or is someone mighty grateful for a deed you did today?

Can you say tonight in parting with the day that's slipping fast, that you helped a simple brother of the many that you passed? Is a single heart rejoicing over what you did or said? Does a man whose hopes were fading now with courage look ahead?

Did you waste the day or lose it, was it well or poorly spent? Did you leave a trail of kindness or a scar of discontent?

As you close your eyes in slumber do you think that God would say, you have earned one more tomorrow by the work you did today?

-Selected.



Letter from Mr. Haskins

To the Men and Women of Los Angeles Railway:

Some months ago I asked the Executors of Mr. Huntington's estate to release me as President of Los Angeles Railway. The combined responsibilities and duties of that office and my law practice were becoming altogether too burdensome for an aging man. It became evident to the executors, the directors and myself, that the time had come when I must devote my time and efforts exclusively to one or the other activity. I chose to continue the practice of law. It had been my life work.

To advise the executors and directors in the selection of a new President and also in relation to pending serious problems of the company the services of Mr. Storrs were fortunately secured. You may remember that upon his arrival I told you about him in an article in Two Bells. Among other things I stated that he had voluntarily retired from active administrative work. At that time he had no thought whatever of reversing that determination and accepting an executive office in our company. During the latter part of August when I left Los Angeles for a much needed rest he was still in the same frame of mind. However, he yielded to persuasion and agreed to accept the presidency. In this decision I know from my most agreeable and harmonious relationship with him he surprised himself greatly. His great interest and faith in our railway, in my judgment, guided his mind. The company and the community are most fortunate in having him. The directors acted wisely in appointing him immediately. Had I been here I would have so advised. My only disappointment is that I was not present to announce to you the circumstances I have mentioned and to have participated in Mr. Storrs installation as my successor.

Happily for me I remain a member of the Los Angeles Railway family. I shall continue to act as a member of the board of directors, and shall resume my former work as an attorney for the company, a relationship I held during a period of thirty years before becoming the president.

Let me add that when by my own request the tie that bound me in an executive capacity to our company was severed—this was inevitable—it hurt. This was on account of the spirit of mutual confidence and trust and genuine friendship between you and me that was created and continued to grow stronger during my term of office. The loyal support that you always gave me I appreciate more than I can tell you. It will add to my happiness during the rest of my life. I could not help but enjoy being president of Los Angeles Railway.

It shall be my ambition to serve Mr. Storrs as loyally as you served me. You will like him. I know I may assure him of your support and cooperation.

Please remember I am still a member of the family.

Sincerely,

S. M. Haskins



Published Monthly for the Employees of the Los Angeles Railway

JANET C. McNEILL - - - - -

Publicity Manager and Editor

The Fall Season

By JOHN COLLINS
Supervisor of Safety

This is the time of year when our business not only increases but operation becomes more difficult, due to an increase in street congestion.

While these changes are seasonal, the principle of correct operation does not change. The man who has formed the habit of the same reaction to the same condition will experience no real difficulty—on the other hand, the man who has not formed these habits adds to and makes these conditions harder for himself and others concerned.

During a heavy fog, or a rain, it is absolutely necessary for the motorman to keep his front window clear so he can see where he is going, and at no time operate at a speed that will not permit him to make a stop within the range of his vision. If you cannot see where you are going, do not go.

Do not run into deep water at a high rate of speed, because the fender hitting the water will throw it against the front window with force enough to break it. Coast through deep water as much as possible. Watch out for places along the line, especially on grades, where water flows over the tracks—sand deposits might derail the car.

Exercise precaution in going into an electric, or pull switch, as sand has a tendency to hold the point open.

Be ever on guard against the acts of pedestrians who will walk or run any place, even in good weather.

Be careful in passing schools or playgrounds; also, in pulling into a loading zone where students are waiting to board. Pull away with the proper feed, recognizing the late passenger who might attempt to board the moving car. Give him a chance to board safely and avoid a report.

The most difficult collision to avoid, for most men, is with the automobile that passes the car, and im-

mediately pulls into the track and stops. This is because the motorman does not recognize the condition under which such accident occurs. In this type of accident, the automobile always occupies a definite place in the street in relation to the car, speed and cross street. Anticipate the move, and master this class of collision.

The right angle collision is due, in most cases, to failure on the part of the motorman to slow down at blind streets, and ring the gong as a warning of the approach.

Remember—when you feed the controller the car is in motion, but motion alone is not sufficient to make a street car system or move traffic. It must be orderly motion. The mind, or wisdom gained from experience, is therefore necessary to the control of that motion, so we may read conditions, and obey traffic control devices. The person, whether in charge of a street car or an automobile, who does not know when he is using motion in a reckless manner should not be entrusted with an instrument capable of being put into motion.

Attended Convention

H. E. Jordan, Superintendent of Equipment, H. G. Weeks, Assistant to General Manager and Ben Schupp, Purchasing Agent, represented the Los Angeles Railway at the recent national convention of the American Transit Association. The convention was held this year at White Sulphur Springs, Virginia. This resort, six hours from Washington, D. C., is considered one of the most beautiful spots in the United States.

The sessions of the convention were well attended and a very enthusiastic spirit prevailed the entire membership.

Mr. Schupp combined his convention trip with his vacation, stopping on his way east to visit his mother. Mr. Jordan, while east, visited other railway properties.

Order Diesel for Test

By H. G. WEEKS
Assistant to General Manager

After watching for several years the development and performance of the Diesel engine for use on bus lines in local city service, one of these engines has been acquired for test purposes and will soon be in service.

The older type with straight fuel injection did not appear to be satisfactory for this purpose but the later designs with pre-combustion and lower pressures now seem to have made feasible the comparatively (as to usual Diesel practice) higher speed and more flexible motor necessary for bus operations.

This motor, which will be placed in one of our Type 19 coaches, will be the second installation of a modern Diesel engine with mechanical drive for regular bus service on local lines in the United States and the first in the West. A number are in use in Canada and more in Europe, where their development has been accelerated by a higher cost of gasoline.

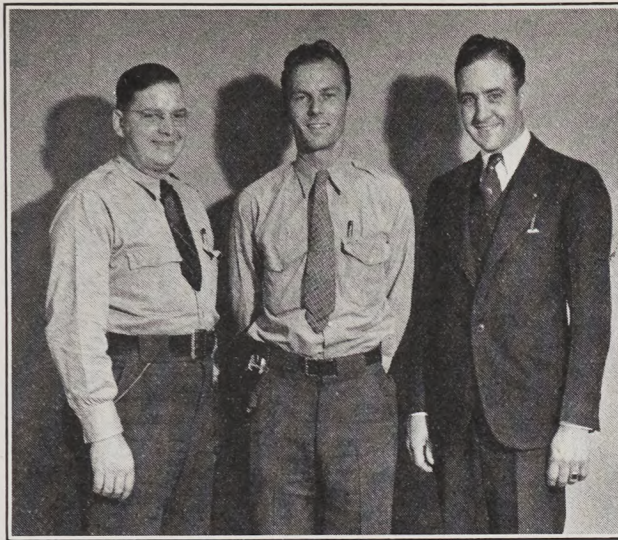
Seventy Cars Finished

The reconstruction program from the type "H" cars to the one-man-two-man type "H-4," that has been in progress at the South Park Shops for the past few months, has been increased from the original number of 118 to 143.

Seventy of the cars have been completed, and the 98th car on the program has entered the shop.

It has been decided to change from the standard of exterior brown paint above the window sills to aluminum. A number of cars with this new standard have already left the Shop and may be seen on the streets in service on the "R" line.

Producers of "Hold That Line"



From left to right: Operator J. F. Hay, Operator F. W. Stevens, and Conductor J. N. Boucher, all of the Los Angeles Motor Coach Company.

At a joint safety meeting of the Los Angeles Railway Coach Division and the Los Angeles Motor Coach Co. held Wednesday, September 30 at the Pacific Electric Club Theatre, a two reel motion picture entitled "HOLD THAT LINE" was presented which those present unanimously voted to be a huge success.

The picture which requires about forty minutes to run, shows vividly the bad driving habits which invariably cause accidents or create accident hazards.

The idea originated with Operators Stevens and Hay who also wrote the script and did the photographing and cutting. The sound equipment was built up and installed by Conductor Boucher who had the good fortune to be advised by A. C. Packard, sound technician of KNX studios.

All of the credit for the presentation of the subject goes to these three men and the management extends its appreciation to them for their untiring efforts to make it a success.

Transit Employees

Now that the warm weather is about over we will soon start our monthly meetings at the Divisions. The purpose of these meetings is to bring to our members information that is interesting to them as Transit Employees.

We invite the members to bring to these meetings any reasonable suggestion or resolution that may improve our working conditions. Without your suggestions and cooperation it is difficult for your representative to please the majority of the members, so you are urged to attend these meetings and let us have ideas.

On September 18, the Board of Gov-

ernors met Mr. Lucius Storrs, our new President. We were very much impressed with him and were assured that in regard to the Transit Employees, his policy would be the same as Mr. Haskin's.

To those who may not be members of the Transit Employees, may I suggest to you that you investigate the purpose of this organization and what it has accomplished and you will find that much has been done to improve conditions.

Remember this organization is young and we must have your cooperation to make it a success. So get behind the Transit Employees—be a booster.

W. H. HOLLENBECK, *President*



To the three mechanics standing with Mr. Patton, Assistant Manager LAMC, is due in large measure the fact that buses serving the air races were kept in perfect mechanical condition. From left to right they are: B. D. Walters, Electrician; H. J. Hinze, Mechanic; and C. C. Simmons, Mechanic. Mr. Patton stands on the extreme right. These boys were pretty tired when this picture was taken and the dust and grime of the hard day's work does not show in the picture.

Bus Service at Air Races

By F. C. PATTON

Assistant Manager LAMC Company

The National Air Races at Municipal Airport on September fourth to seventh required an unusually large movement of coaches. On Friday it was necessary to handle the crowd in addition to the usual week-day evening rush period traffic and practically every bus owned was in use, and in addition, several LAMC buses were necessary.

On the seventh, Labor Day, the return movement required 72 buses, but thanks to the cooperation of all concerned, and also to the National Guard, coaches were properly parked and dispatched without delay. The whole-hearted cooperation of bus operators who worked on their days off is especially commendable.

Believe it or not, the passengers who took the Los Angeles Motor Coaches to the Air Races rode right up to the grandstand in style while those who drove out in their own autos had to park a half of a mile away and then wade through several inches of dust.

This again proves that public transportation is still the best way to travel.

New Coaches

The order for two 31-passenger coaches for use on Los Angeles Motor Coach Company lines, as mentioned in the last issue, has been increased by four. This will make a total of six new Type 32 coaches in that service.



Chief Instructor and his Staff. Seated (left to right): Grant Clear, Walter Hole, J. K. Hagan, L. F. Crandell, W. H. Neighbors, O. T. Elrod and Chief Instructor Dan Healy. Standing: I. C. Acuff, A. E. Vejar, W. E. Snell, W. L. Greenwood, T. C. Wiley, R. Meggison, and H. F. Snow.

They Tell You What to Do and Why

By DAN HEALY, Chief Instructor

It may be of interest to know that the years of experience and service in street railway work of this group totals 327 years. The least of any individual being 7 years and the greatest 42 years, or an average of a little over 23 years per man.

From this experience we think we are able to understand some of the problems confronting the new man coming into this work at the present time. The work today is much more exacting than in the so-called good old days when we had one type car, a five cent fare and a simple transfer system.

Today we have a number of types of cars, badly congested streets, autoists who do not seem to realize their danger, different rates of fare, zones, tickets of our own and of other companies, tokens etc.

In spite of these difficulties I believe the new men on this job today are doing very good work. Much of the credit for this however, is due to a good bunch of Line Instructors.

I hope the Line Instructors realize just what the new man is up against when working by himself. Let your student work the car as much as possible while he is with you and on the last two days see that he works the car alone for the full time in the run without your assistance.

The gradual readjustments in this business to date have changed the work of all of us, especially the Instruction Department. Many men have to be qualified on other work, such

as breaking in on the other end of the car or as one-man operators or on changed equipment. Two hundred and sixty-six men received additional qualification during the last six months.

Students have to be signed out, followed up and examined on each line. Examinations have to be given trainmen at the end of the probationary period. Shopmen have to be examined for both yard and road work.

Instructors also assist the Supervisors at blockades and parades, operate practice cars or conduct the conductors school, follow up and assist high accident men to overcome bad operating habits, help power wasters to better their meter records and otherwise make themselves useful.

Veterans Club

The last meeting was held September 30th and was for members of the Order of the Sword. After the meeting a light lunch was served in the dining room by the Auxiliary.

The first dance of the season will be the annual Halloween Masked Ball and will be held Saturday October 31st on the second floor of Patriotic Hall. The usual admission of 25c will be charged. There will be prizes, etc., so turn out in a good costume.

The next regular meeting will be held Monday October 26th, let's all get out and start the season with a bang.

H. F. NELSON, *Adjutant*

Foremen's Club

The Los Angeles Foreman's Club will swing into action again Tuesday evening, October 20, with a meeting that promises to be of great interest to all. Put that date down now, you will get a notice when all the details have been completed.

It is hoped that an industrial plant visit can be arranged for November, and the usual "all entertainment" meeting for December.

You will miss a lot if you do not attend these meetings.

If you are employed in a supervisory capacity, you are eligible for membership.

The programs are interesting and educational, and a constant effort is made to broaden the knowledge of the members industrially.

DOYLE RISHLE,
*Member Foreman's Club
Executive Council.*

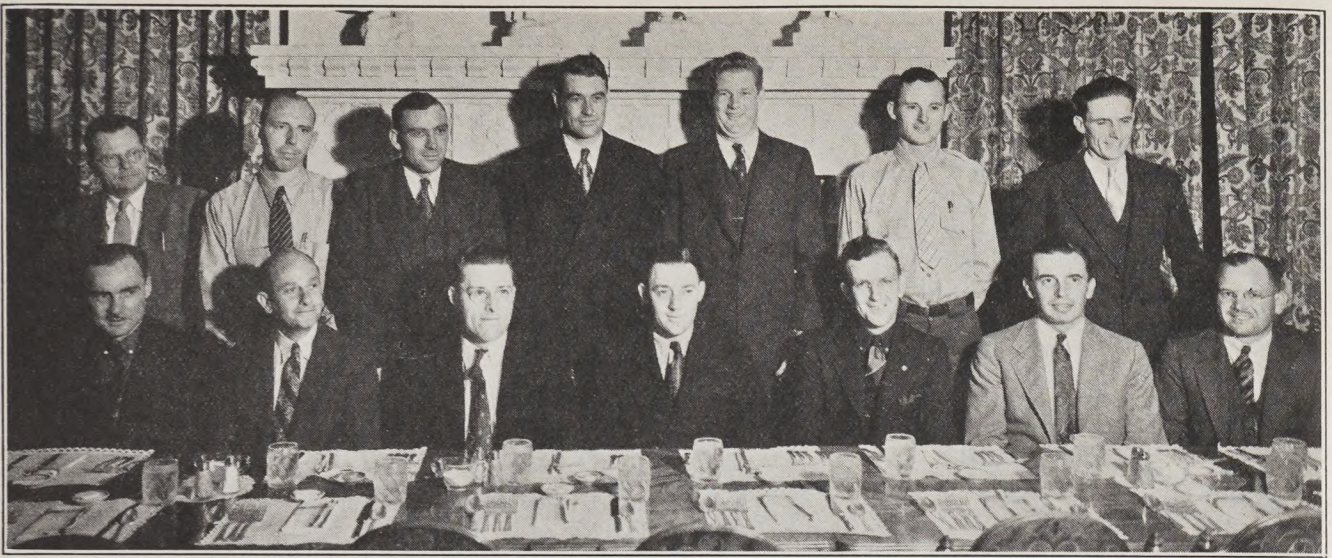
Veteran's Auxiliary

After two months' vacation we met in regular session September 30. Many plans were discussed for the winter evenings' entertainment.

Keep in mind Saturday evening, October 24, for a party to be given at the home of Mr. and Mrs. C. J. Clark, 636 East 76th Street. Come and spend the evening. Bring your friends.

Don't forget the following Saturday, October 31, and our Halloween Dance to be held at Patriotic Hall.

ELLA M. HOYLE, *Secretary.*



Standing, left to right: F. C. Patton, William Burge, A. C. Pieman, R. P. Kelly, E. Underwood, H. C. Hall, and Joe Friel. Seated, left to right: A. G. Spring, J. Cull, Lou Powell, L. J. Stephenson, D. Sturges, R. D. Crandall and R. A. Brown.

LAMCCO Celebrates

Wednesday evening September 16th., was a gala night for the members of the "LAMCCO" Rifle and Pistol Club who are all employes of the Los Angeles Motor Coach Company.

Organized two years ago with twelve charter members, the club now has a membership of over forty representing the operating and mechanical departments. Keen rivalry exists between the two departments for the perpetual trophy awarded by the Club, this trophy now being in the possession of the Mechanical Department at Virgil.

The accompanying picture shows some of the members who attended the banquet at Carl's where particular attention was paid to the specially prepared steak dinner.

Club activities are bulletined at each division. All employes are eligible for membership and are assured a lot of good clean sport and association with a group of regular fellows.

Enjoying the hearty co-operation of the Los Angeles Police Department and other pistol and gun clubs, members have developed an enviable skill in the use of fire-arms.

The month of October is to be devoted to increasing the membership and if you are interested, you can leave a message with your dispatcher so that an officer of the club can contact you.

Back on Job

Jim Bodley is back on the job after taking his vacation in, about and around town.

Bull's-Eyes and Misses

On the morning of September 13th., the Ladies and Men of the Centinela Springs Revolver Association got up early, dusted off their six guns, ate a machine age breakfast and made a break for the range in hope of getting a few practice shots in before 10 a. m., the time set for the big shoot.

The program started on time. As each competitor went on the line the excitement of those watching became more pronounced. Everyone wanted one of the medals that the Hollywood Trophy Company had donated for the events of this day but it soon became apparent that those who won would take them by points. In short this series of matches was so close that it could be said the winner took it by a camel's hair.

The medals were presented to the winners at the regular meeting of the Association, Monday night September 21st., by Ernest Leibacher, City Councilman of Inglewood, charter member of our organization and known to the boys as the Father of the Inglewood Range. It was his idea that made the range possible.

After the meeting coffee and doughnuts were served in the dining hall and so while everyone was in the best of humor as is wont to be the case on such occasion, two of our Lary boys, Denton Garner and J. C. Brewer, who are going somewhere out into the jungles of California on one of those deer hunting expeditions, went so far as to promise the association that they could expect to have a Bar-B-Cue upon the return of the expedition. Anyway we have something to look forward to.

The new pins are out. Have you got yours? If not see F. M. Montgomery at the range and get one. They are fine pins and we are very proud to be able to wear them.

On September 27th we held our usual outside competitions with the following results:

Centinela Springs Revolver	
Association No. 11301
LARY. Silver Bullet Team1248
Inglewood Police Dept.1209
Centinela Springs Revolver	
Association No. 31101
Centinela Springs Revolver	
Association No. 21080

The coming events are as follows:

On October 19th., the regular meeting will be held at 8:00 p. m. Veterans Hall, Inglewood, located on the north west corner of Centinela Park. Come if you can. Much has been done, much more will be done but we need you there to help us do it.

October 25th will be outside competitions day as usual.

Plans for the new addition of the range are now at W. P. A. Headquarters. Things look very bright and we are almost positive that the improvement will go through. If it does we will have ten targets at 25 yards, and ten targets at 50 yards. We will also have rest rooms, office for the handling of scores and records, and a gallery of seats that will take care of 300 or more spectators, and a lot of other improvements, such as lights, scoreboard, communications system, desk for pits and so on. In other words a completely equipped range.

The next medal events are planned for November.

Those who wish to join the Association, see the range-master at the range. He has charge of the new members.

L. S. SPARKS,
Secretary

Square and Compass

To Lucius S. Storrs, the new President of our Company, William H. Morgan, President, and other officers and members of the Los Angeles Railway, Square and Compass Club send their greetings.

September proved a very busy month for all of us with one meeting, two initiations, and the annual Ladies Night."

The evening of September 12 found a gay assemblage of our members gathered together for our monthly meeting at Scully's Cafe. Another ham dinner was served us, followed by some excellent entertainment.

By the way, did you take notice of that strange looking button A. G. Rex was wearing?

A request has been received by us to investigate the continued absence of one Jack Wilson. But knowing Jack's strong dislike for undue publicity we offer this little proposition. Whiteside, Elrod and the Morgan twins have consented to act as chaperons if Jack can get out for an hour or so on next meeting night to come up and explain himself. R.S.V.P.

Here's a good one. To hear how President Roosevelt delivered a Democratic speech on a Republican platform you have only to ask William Mills.

That napkin throwing was really an act which was stolen from the famous Meglin Kiddies.

On Thursday evening, September 24 at Moneta Masonic Lodge No. 405, Nelson Lane was made a Master Mason, and on Tuesday evening at South Park Lodge No. 563, L. S. Lawler enjoyed the same privilege. With P. T. Klingelsmith in charge, our degree team went through the ritual in grand order for both events.

Ladies Night? Ah! to be sure. It was a huge success. Harry Tuttle cooked the grub. It was really the fastest moving supper ever eaten. During the course of the evening some very fine talent entertained the crowd.

Here are four new members for us to welcome: George L. Herter, Lynn Thornhill, Charles E. Benton, and C. P. Pedersen.

There are yet a few members who have not paid their 1936 dues. So loosen up a little bit, brother, and pay a visit to Secretary Joe Steenrod with those dues.

HOWARD F. BABB, *Scribe*.

FOR SALE

Walnuts. Hand selected. 8 pounds for \$1.00. 50 pounds for \$5.00. Leave address and order in Division Four mail box. Conductor H. O'Neill, Division Four.

News of Our Sick Folks

By R. A. PIERSON, *Superintendent of Personnel*

During the month of September, there were 23 employes confined to the California Hospital, which represents 157 hospital days. The cost of the hospital service was \$1,050.00.

C. C. Clark, Conductor, Division Five, who fell from a ladder August 27, fracturing his skull, left the hospital September 24. He seems to be gaining slowly, but of course it will be some time yet before he will be able to resume duty.

N. E. Austin, Motorman, Division Five, was confined to his bed part of the month of September, but latest report states that he is expecting to return to work soon.

L. C. Hewett, Operator, Coach Division, was operated on for appendicitis recently. He is improving nicely and will be back on the job soon.

H. E. Mickelson, Conductor, Division One, who has been off for some time on account of sickness, seems to be improving now.

J. T. Martin, Motorman, Division Three, who has been on the sick list since the middle of June, is now able to sit up in bed. He has been a very sick man.

R. W. Steedman, Motorman, Division Five, is home from the hospital, after several weeks there. He is improving, but very slowly.

C. R. Wheeler, Operator, Coach Division, who has been on the sick list since September 9, is improving.

C. L. Thompson, Conductor, Division Five, has been on the sick list on account of a sprained back for several weeks.

G. Duffin, Head Welder, Mechanical Department, who has been sick since July 1, is able to be out and around now.

A. Gongal, Watchman, Mechanical Department, is still on the sick list due to rheumatism. We hope that he will soon begin to show improvement.

H. J. Bastian, Conductor, Division Four, who has been sick since June 23, is out and around, but his condition is such that he will have to be off for some time yet.

C. Christopherson, Watchman, Mechanical Department, has been in the hospital twice since going on the sick list. He is now improving nicely.

J. J. Hillis, Motorman, Division One, has been on the sick list since August 25. He expects to resume duty soon.

J. E. Laws, Conductor, Division Five, met with a painful injury recently in an automobile accident. He is beginning to improve now but will be off for some time.

J. A. Scott, Flagman, Transportation Department, who was operated on recently, is able to be up and around now.

G. E. Mawby, Electrical Repairer, Mechanical Department, who has been on the sick list for several months, is improving.

F. J. DeMott, Motorman, Division Four, has been sick for some time. He states that he feels fine as long as he does not exert himself.

B. Weatherbee, Carpenter's Helper, Way & Structures Department, has been sick for about two months and remains about the same.

C. C. Boen, Car Repairer, Mechanical Department, has had a seriously infected jaw, but is improving now and hopes to be back on the job soon.

J. J. West, Watchman, Mechanical Department, has been sick since September 1. He is gaining, but very slowly.

S. B. Sloan, Motorman, Division One, was confined to his bed for a few days, but is up and around now.

W. G. Brooks, Traffic Observer, Schedule Department, has been confined to his bed for some time. The latest report states that it will be several weeks before he will be able to resume duty.

J. A. Caviedes, Lineman, Line Department, who suffered a fractured leg August 9, is able to get around with the aid of crutches.

C. N. Reddick, Conductor, Division Four, spent a few days in the hospital during the month of September. He is now home and is feeling better.

We regret to report the death of two employes during the month of September, but glad to say that there were no deaths of wives of employes. The two employes who died were covered under our Group Life Insurance Policy.

During the month of September, there were 135 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Purely Personal

Bill Snyder paid a visit to his office October 5 and says he is feeling fine and if all goes favorably, he will be back on the job the fifteenth. We'll be mighty glad to see you back, Bill!

Ernie Dye has returned from his vacation and says he caught so many fish that he got tired of eating them, so he went after some deer. He bagged several young bucks.

Basketball Fans Attention

The Lary Transit Employees' Basketball League has everything completed for the 1936-37 season which opens November 6th at the Lincoln High School gymnasium, 3625 North Broadway. This school was the only one obtainable that had two courts. Having an eight-team League, it is necessary to play 4 games a night. All teams will meet each other twice during the season.

The committee has made arrangements for experienced referees, official score keepers, time keepers, new official playing balls, etc., which will meet the approval of all teams.

Part of the expenses will be taken care of from profits from dances to be held during the winter months. The first dance will be held in November. Watch for the date in the next issue of Two Bells.

All of you fans come out every Friday night and support your team.

D. D. McCLURG, *Secretary*

Basketball

By C. J. KNITTLE

B-A-S-K-E-T-B-A-L-L

Wilshire!
Wilshire!
Wilshire!

That is just one of the team yells, ladies and gentlemen, that will send the air at Lincoln High gymnasium on Friday, November 6th, when the eight teams of the Transit Employees Basketball League meet to start their fourteen weeks' battle for the handsome P. B. Harris Basketball Trophy.

What these eight quintets have to offer in the way of competition remains to be seen but, it will be agreed, when eight teams in any sport start a tournament, each with the determination that they are going to win the prize or know the reason why . . . well, the fans are bound to get plenty of entertainment out of it.

A. L. Davis's South Park Shops quintet will replace the Office Team of last season. It will be noted four of the other teams are using new managers.

Little more can be said at this time. The complete schedule appears on this or an adjoining page. Clip it out and come over, at least for the opening games, and watch your favorite team go into action.

Basketball, you know, gets just as rough as football and is played a good deal faster. The only difference, perhaps, is that the basketball players don't wear helmets.

Schedule of Games

Team	Manager
1. LARY Div. 1.	W. G. Lloyd Phone: PR 7211 Sta. 346
2. LARY Div. 3.	C. W. Morris Phone PR 7211 Sta. 348
3. LARY Div. 4.	Charlie Evans Phone PR 7211 Sta. 349
4. LARY Div. 5.	D. D. McClurg Phone PR 7211 Sta. 350
5. LARY 16th St. Coach G. O. Leslie Phone PR 7211 Sta. 312	
6. LARY Vernon Yds. W. B. Bramlett Phone PR 7211 Sta. 226	
7. L. A. Motor Coach Co., G. B. Dossey Phone PR 7211 Sta. 312	
8. LARY South Pk. Shops A. L. Davis Phone PR 7211 Sta. 332	

Nov. 6th, 1936—Jan. 15th, 1937

Div. 1. vs. Div. 4. 8:00 P. M.
Div. 3. vs. South Park Shops. 8:00 P. M.
Div. 5. vs. Vernon Yards. 9:00 P. M.
16 St. Coach vs. Wilshire Coach 9:00 P. M.

Nov. 13th, 1936—Jan. 22nd, 1937

Div. 1. vs. South Park Shops. 8:00 P. M.
Wilshire Coach vs. Vernon Yds. 8:00 P. M.
Div. 5. vs. 16th Street Coach. 9:00 P. M.
Div. 4. vs. Div. 3. 9:00 P. M.

Nov. 20th, 1936—Jan. 29th, 1937

Vernon Yards vs. Div. 1. 8:00 P. M.
South Park Shops vs. Div. 4. 8:00 P. M.
Div. 3. vs. 16th Street Coach. 9:00 P. M.
Div. 5. vs. Wilshire Coach. 9:00 P. M.

Dec. 4th, 1936—Feb. 5th, 1937

Div. 4. vs. Vernon Yards. 8:00 P. M.
Wilshire Coach vs. Div. 3. 8:00 P. M.
Div. 1. vs. Div. 5. 9:00 P. M.
So. Park Shops vs. 16 St. Coach 9:00 P. M.

Dec. 11th, 1936—Feb. 12th, 1937

Div. 3. vs. Div. 1. 8:00 P. M.
Vernon Yards vs. 16th St. Coach 8:00 P. M.
Div. 5. vs. Div. 4. 9:00 P. M.
Wilshire Coach vs. So. Pk Shops 9:00 P. M.

Dec. 18th, 1936—Feb. 19th, 1937

So. Park Shops vs. Vernon Yds. 8:00 P. M.
Wilshire Coach vs. Div. 1. 8:00 P. M.
Div. 4. vs. 16th Street Coach. 9:00 P. M.
Div. 5. vs. Div. 3. 9:00 P. M.

Jan. 8th, 1937—Feb. 26th, 1937

16th Street Coach vs. Div. 1. 8:00 P. M.
Div. 4. vs. Wilshire Coach. 8:00 P. M.
South Park Shops vs. Div. 5. 9:00 P. M.
Vernon Yards vs. Div. 3. 9:00 P. M.

Play-Off Dates—If Necessary
March 5th and March 12th, 1937

League Officers

H. W. Gilmore, President
C. C. Jones, Official Scorekeeper
D. D. McClurg, Secretary

Note: Actual playing time of each game, 32 minutes. Rest periods between quarters, 4 minutes. Time out between halves, 7 minutes. Total time of games, 43 minutes.

AIR CIRCUS

An Air Circus will be held on Sunday, October 25th, sponsored by the Swift Flying Club. There will be Midget Air Races, Ribbon Cutting, Balloon Busting and Parachute Jumping. Other attraction also. The admission is 25 cents. Passenger rides 50 cents. The circus begins at 9:00 a. m. Place, 136th Street and Western Avenue.

Learn to Fly

To you aviation enthusiasts — here is your chance to learn to fly or, if already flying, to build up your time, at the lowest rate ever offered; in other words at cost.

To make this possible a club has been formed called Swift Flying Club, by some of the Los Angeles Railway men of Division Four. This Club has a three-place Waco.

The Club operates in this manner: By paying a small initiation fee, you are issued a membership card which entitles you to fly the ship at any time you wish, at cost. This means that at the end of each month we take the total cost of operation: gas, oil, hangar rent, and any miscellaneous item that might be necessary, and divide it by the total number of hours the ship flew for the month and get the cost per hour. Then each member who has flown is charged exactly that rate per hour.

If you want to fly, but are not interested in joining the club, the club will sell you time at a nominal rate and furnish you with a competent instructor.

There will be a limited number of members so, if you are interested in this plan, you may learn more about the club and you may join by seeing D. D. Barricklow, Motorman Division Four, 5412 Denker St., Phone PL 5316, or D. M. Grettenberg, Motorman, Division Four, 117 East 73rd St.

Regular meetings are held which are not compulsory, but which help to broaden your knowledge of flying and are largely responsible for the success of the flying club.

D. D. BARRICKLOW,

President, Swift Flying Club

Baseball Game

C. J. KNITTLE

Division Three ball team will play the Lincoln Park Merchants at Hawley Field, Avenue 26 and Lacy Street (one block east of Avenue 26 and North Figueroa) on Sunday, October 18th starting at 2:15.

This promises to be a spirited contest, the Division Three lads having rested from recent twenty-three weeks tourney for the Lary League Championship in which they finished second.

L. E. Barkley has been elected manager of the team.

LOST

Near dance hall, at Barbecue, Bronson Delight cigarette lighter. Please return to Conductor F. P. Behnke, Division One.



Here is a Shop scene enacted daily at noon in the Storeroom at South Park Shops. Walter Brown plays the part of Major Bowes to the performance of sometime champion checker players. Reading from left to right: Standing: Charlie Walters, Dave Dent, Shelby Brown, Charlie Hatch, Charlie Laffin. Sitting: Rex Guinard, Ben Bradfield, Charlie DeBaum, Champion "Knock 'em Dead" Jim Brown, A. L. Davis, Homer Green. Right of checker board: Luther Griffith, Cleo Brown. Seated, right: W. C. Brown, J. B. Buchanan. Right of J. B. Otto Johnson, Admiral of the Swedish Navy. Left of Otto, Howard Beebe. Head on partition, Lester Henemann. Extreme right, Otis Kiefer. Lost in shuffle, Ed Baksef. Center on floor, Griff's Mascot.

New Legion Post

A new Post to be known as the Los Angeles Railway Post, American Legion, is being organized by a group of veterans from the various departments of this company. On September 29, at Patriotic Hall, a meeting was held and the following comrades were elected to serve as temporary officers: L. L. Leasman, Commander; George H. Drinkwater, Vice Commander; R. H. Manning, Adjutant; H. D. Plank, Sergeant at Arms; S. F. Brady, Finance Officer; C. A. Simpson, Historian and H. L. Myers, Chaplain.

All employes of this company who are eligible are invited to become charter members. The charter closes October 22.

On October 17, the new Post will hold its first dance at Patriotic Hall; admission 25 cents. Leon Sweet's Orchestra will furnish the music.

Tickets may be obtained from any of the members or at the door.

Don't forget, gentlemen, this is your Post. Let's make it a real Post for Los Angeles Railway employes.

R. H. MANNING, *Adjutant.*

Old Friend Passes

By GEORGE FERGUSON

Superintendent of Division Three

The old-timers who worked on the old Pico Line back in 1903 will note with sadness the passing of Dr. William Duffield a few weeks ago.

The doctor had a residence erected on West Pico a few blocks east of the old Wilton Avenue terminal, and ever mindful for the comfort of his fellow man, included in his building plans an outdoor drinking receptacle for the trainmen. A large olla, placed in a spot where the sun's rays would not reach, was kept filled with water and the ice man, on his daily rounds, was instructed to put a liberal chunk of his wares into it all during the spring and summer months. Was it enjoyed? I'll tell the world it was! and the memory of this fine man will linger forever in the minds of the old-timers who enjoyed his wonderful gesture of hospitality and friendliness. May God rest his soul.

Retired Employees

The Association held its regular meeting on September 15. It was the beginning of the Association's fourth year. All the officers were re-elected: C. M. McRoberts, President; D. L. Gragg, Secretary; James Gallagher, Vice-President.

Plans for the coming year were discussed and tentative arrangements made for a series of monthly talks on important public questions.

The next meeting will be on Tuesday, October 20.

D. L. GRAGG, *Secretary.*

When you cluck to a thoroughbred he gives you all the speed, strength of heart and sinew in him. When you cluck to a jackass he kicks.

The man who's afraid to do too much for people he does business with, needn't be afraid of having too much business to do.

Births

Instructor Harold F. Snow of Division Five, very proudly handed around the cigars on August 5th, and at the same time announced that it was an eight pound eleven ounce baby girl. Little Susanne and mother are doing nicely. Congratulations Mr. and Mrs. Snow.

* * *

Motorman F. V. Dennee of Division Five, was off for thirty days vacationing but took time out to come to the Division with a box of cigars and the news of the arrival of a five pound ten ounce baby boy on Friday, September 18th. He has been named Floyd Nelson. Congratulations Mr. and Mrs. Dennee.

* * *

Congratulations are also in order for Mr. and Mrs. Otho Short. It was a six pound nine ounce baby girl and she arrived on September 10th. Little Eleanor Marlene and mother are doing Fine, and daddy, who is a motorman at Division Five is doing very well. Thanks for the cigars.

* * *

Conductor H. M. Hadley of Division One, is happy over the arrival of a new son on August 28th. His name is John Milton Hadley.

* * *

There is a new arrival at the home of Conductor C. Deaton of Division One. The event took place on August 28th, and her name is Darlyn Deaton.

* * *

Conductor W. H. Clayton of Division Four very proudly announced that a million dollars worth of homemade sunshine arrived at his house September 7th. It was a winsome baby girl weighing eight pounds and two ounces. They've named her Diana Lou. Our sincere best wishes and congratulations to mother and daddy.

* * *

A handsome, blue-eyed boy, weighing nine pounds and eight ounces, arrived at the home of Conductor J. W. Critchlow of Division Four on September 17. They have named him Vincent Lawrence. Quite a smoke was raised over the event when "Daddy" Critchlow passed out cigars. Our hearty congratulations and best wishes to you and yours, J. W.

* * *

Another affair of equal importance was the arrival of a husky little gentleman at the home of Motorman R. E. Greene of Division Four on September 23. They will call him Roy David. The little one weighed in at seven pounds and four ounces. To the happy mother and proud daddy, our

sincere good wishes and hearty congratulations.

* * *

Jack Pjerrou, Wilshire Road Mechanic from the 16th Street Garage, announced the arrival of little Gerald Michael Pjerrou, weighing seven and one-half pounds, one minute before midnight September 14, at the Southwest Maternity Home.

* * *

H. C. Hall of the Coach Division announced the arrival of Mr. Barnes Royce Hall, eight pounds and two ounces, on August 29.

* * *

V. D. Cook of Division One, Mechanical, is the proud Daddy of a seven pound boy. Mother and son are getting along nicely. Thanks for the cigars.

* * *

Motorman W. C. Allen of Division Five proudly announced the arrival on October first of a 7-pound baby boy. He named him Theodore Wesley because of a marked resemblance to Teddy Roosevelt. According to daddy the new son and heir is as tough as a pine knot. Mother and baby doing well.

* * *

Conductor L. A. Wright of Division Four has been a proud papa of a handsome baby boy since August 25. How the news got by us is more than we can figure out, nevertheless, the little one is here and enjoying life in a big way. They have named him Stephen Wayne. He tipped the scales to nine pounds. Our hearty best wishes to you and yours, Daddy Wright.

Journey's End

Halleck Wagner Lawrence, of the Special Roll, passed away September 26, 1936. He was born in Craig, Missouri, and was employed as Repairer in the Mechanical Department, October 15, 1900. He was appointed Watchman June 1, 1923, and placed on the Special Roll August 1, 1932. Mr. Lawrence is survived by his widow.

Henry Malcolm Mayo, Conductor Division Five, died October 5, 1936. He was born in Meridian, Mississippi, and was employed by this company as a conductor February 23, 1922. Mr. Mayo is survived by his widow.

Appreciation

A letter of appreciation for the courtesy extended and for floral offerings sent to her during the time of her deep sorrow and loss has been received by the Company from the wife of the late H. W. Lawrence.

Laryn Social Club

We the undersigned employes of the Los Angeles Railway, in order to promote a better understanding among ourselves from a social aspect, to promote a workable understanding between ourselves and with the company to the extent that it will recognize us as the only legal colored organization operating in and under the Los Angeles Railway, to raise our social rating as individuals in and among the various colored social organizations of the city by co-operating socially, politically, and otherwise for the best interest of ourselves and of the Los Angeles Railway, did organize and caused to be organized the Laryn Social Club.

Done this day of our Lord, July 31, 1936.

FRANK C. HILL, *Pres.-Shops*
TROY BLACK, *Vice-Pres.-Shops*
A. C. JOINER, *Sec.-Shops*
PAT FROE, *Treas.-Shops*



Division
One

H. N. COLE

I suppose this could be called a message from the grave, and for the benefit of those who knew former conductor Martin Sasolow, an explanation follows: On September 8th, this writer received a letter from him dated August 4th, stating that the letter would be given to a friend to be mailed to me only in case of his departure from this world. The letter stated that his health was very poor and very little hope for recovery. So the conclusion is drawn that Martin Sasolow has passed into the great beyond, and his request was that it be mentioned in this column.

It is rather a common thing for a trainman to forget when Sunday comes, or when his day off slips around, but Motorman J. R. Brown hands us a good one on his conductor, P. I. Morrisy. He asked to be off Thursday, and told Brown he would be off, and yet he set his clock as usual and got up with a yawn as usual and went down to pull out his run as usual, only to be reminded that he was off by request.

When Conductor J. T. Shelton takes a two-week vacation, he makes good use of every minute of it. He has just returned from a two-weeks' auto trip to Sequoia National Park, General Grant National Park, Lassen National Park, noted for its volcanos, Crater Lake National Park in Oregon and the Oregon Caves.

(Two Bells received a picture of Mr. Shelton atop Lassen Peak in the Lassen Volcanic National Park. We regret that it was not clear enough for a print.)

On Labor Day, Conductor Walter Huse and Motorman E. A. Morris took a trip to Ensenada, and went out in a 14 foot outboard motor boat and met with great success, catching many bonita, bass, and

yellowtail. They frankly admit the biggest one got away.

Trafficman H. J. Burke reports that he has just returned from a charming trip to Ottawa, Canada, visiting Mrs. Burke's relatives. He was away sixty days.

Motorman O. H. Burton is sporting a beautiful new Plymouth all equipped with radio and everything. Every Sunday he takes a good long trip some place and does he have a good time.

We notice Motorman Oscar Daniels is back on his run after being off on account of illness for nearly three months.

Conductor A. E. Fontain also has returned to his duties after a seige of illness.

Conductor Tommie Notement is back on the job after being off for over two months suffering with a case of rheumatism.

Motorman J. H. Schrader reports a visit to Motorman Henry Hansen who has been ill for quite a while, and says he shows considerable improvement.

Conductor E. W. and M. C. Park are away on a forty-day trip to Oregon.

Motorman E. G. Smith is reported staying home for the next two weeks.

Safety Operator J. H. Ball has taken sixty days off for a trip to Missouri.

Motorman Frank Johnston has taken another vacation, this time for only twenty-eight days. Reported to be staying home.

Motorman A. J. Rosenstein took a ten day trip to Mexican fishing grounds. He caught only one fish but he says he had a good time.

Motorman A. L. Goodrich has been granted a leave of absence for seventy-five days for a trip to Mexico and Missouri.

Motorman G. Lawrence has gone to Oregon for a period of eighty days.

Safety Operator C. E. Gillies will spend the next sixty days somewhere in Illinois.

During the month of September Motorman A. W. Hubka took a six day rest.

Motorman L. W. Kern is in Colorado on a forty day trip. While Motorman Tom Forrester is staying home for twelve days.

Safety Operator A. R. Hale took a ten day trip to Sequoia National Park.

During the month of September Motorman B. E. Liby took a trip to Nevada. He was away for eleven days. Motorman H. S. Haag went to Big Bear Lake for fourteen days. Motorman H. Dinning stayed home for twenty-one days. Conductor A. L. Riley is away on a thirty day vacation. Motorman T. A. Brewer is traveling some place for the next twenty-four days. Conductor R. W. Brigham is off for seventeen days for the purpose of hunting this time, instead of fishing. Motorman J. E. Goddard is taking fifteen days off. Conductor A. J. McDonnell is taking an indefinite period off for rest. Motorman F. S. Hamill spent seven days deer hunting. Motorman A. F. Hedrick spent eleven days on a hunting expedition.

Motorman J. L. Hansen has been called to Idaho on account of illness of his father. Motorman M. A. Kilgo took a flying trip to San Francisco to visit relatives. Motorman R. C. Adams is visiting relatives in Oregon. He will be away

sixty days. Conductor R. B. Howell is taking a sixty-day vacation. Conductor O. L. Ausen is in Wisconsin on a thirty-day leave of absence because of the death of his father.

Conductor G. A. VerValin is off for San Jose, San Francisco, and a couple of other places. Conductor A. D. Merritt is taking two weeks off to visit relatives in San Jose, and to look after the fish in Clear Lake. Motorman A. J. Dominguez is taking it easy for the next thirty days by staying home.

* * *

WEDDINGS

Conductor V. B. Davidson is eligible for congratulations on account of his marriage on September 10th to Miss Bernice Divis.

* * *

Conductor W. R. Dinsmore and Miss Lucetta Painter were married on September 5th. Congratulations.



Division Three

L. VOLNER

It looks a little like old times to see Joe Hagen back at this Division. For quite a while Mr. Hagen was Line Instructor at Division Three, but in a re-assignment was transferred to Division Four. In the last shake-up of that department we got him back, and the men are mighty glad to welcome him.

Motorman G. R. Chapman is wearing his usual broad smile again for his old friend and race-horse buddy, Motorman "Chief" Myers, has returned from his vacation, when he visited his old home in Illinois. Each morning Mr. Chapman might be heard telling the "Chief" the ins and outs of the day's races, and where he might have made a killing had he placed some money on such a horse.

Motorman Jack Critchett is back on the job again after being off duty for about four weeks with a severe attack of shingles. Mr. Critchett says if you have never been fortunate enough to contract this "ailment," you don't know what you have missed.

Some might think that the vacation season has closed, but not around Division Three, for still they go:

Motorman J. T. Edmiston and family have gone on a two weeks' visit with relatives in Northwestern Arkansas. Now is a fine time of the year to visit that section, as the autumn leaves in their various colors make a beautiful sight.

Operator R. H. Balke is going to spend some time visiting in San Francisco.

Motorman L. H. Sanford is making an auto trip to points in the northern part of the State.

Motorman A. Earnshaw and family are visiting relatives in Salt Lake City.

Motorman F. H. Jones and family are visiting friends in Oregon.

Motorman J. H. Manier and family are enjoying the sights of Dallas, Texas for a month.

Motorman W. S. Knight and family are on an auto trip to Northern points.

Motorman T. L. Hutchings took his vacation, but said California was good enough for him, so he remained home.

Motorman I. D. Mann is also enjoying several days vacation staying at home.

Motorman H. A. Sharp and Conductor D. D. Smith started out the latter part of September and expected to get the limit as far as deer are concerned in the Northern part of the State.



The picture shows W. D. Chauncy of Division Three holding a 31½-pound white sea bass which he caught on August third off the boat "Sea Wolf" at Catalina. Some of the boys say the fish belonged to the photographer, as they had seen other pictures taken with the very same fish. ut those of us who are better acquainted with Mr. Chauncy know he wouldn't give us such an illustrated "fish story."

Conductor E. B. Boone and L. P. Reed looked things over at Catalina the early part of September.

Conductor O. L. Bessire and family are away for a month's visit with relatives in Iowa.

Conductor R. H. Von Borstel, accompanied by his mother, is visiting relatives in Eastern points.

Conductor R. G. Monahan and wife visited San Francisco for several days during the past month.

Motorman M. C. Sonner has returned from a pleasant visit with relatives at various Eastern points. He, like all the others, says it is mighty nice to go back just on a short visit, but there is no place like Southern California.

All the boys were glad to see Motorman R. Z. Matthews up and around again after having taken a dive from the top of a car at Avenue 28 and North Figueroa several weeks ago.

WEDDING

For some time many of the patrons of Train Run No. 9 of the "L" line were wondering why the motorman had such a pleasant smile, and seemed in such good spirits. Now Mr. C. W. Wilhelm, the Motorman in question, is a rather pleasing fellow, but the reason his patrons noticed the change in his demeanor, his wedding day was near at hand, for on September 26th, at the Catholic Church, at Cypress and Idell, the ceremony was performed. As this was written we could not learn the lady's name, but every one at Division Three wishes them the best of everything.

During the past month Motorman J. Hellman was off duty for several days. The boys thought he must have been sick, for he is a very faithful motorman, but someone saw him out on Temple Street wishing everyone a "Happy New Year", and now we know the reason for his absence.

The family of Conductor C. H. Deane was very happy the past month to have with them their daughter, Mrs. Webb, who spent several weeks in the old home.

The story is going the rounds that one of our well-known foremen, who spends most of his working hours around Division Four, added to the accumulation of accident reports by being "kissed" by a "P" car Saturday, September 26th. Is it true what they say about "B. B."?



Division Four

C. J. KNITTLE

Of all the startling, laugh-provoking happenings which occurred among Division Four trainmen lately, the most amusing, probably, was the case of Johnny Blalock, an "O" Line operator.

Johnny was traveling South on Main Street and approaching Santa Barbara one evening recently, when a bee flew up in his trousers and stung him badly. In his confusion, Johnny disrobed to the point of contact and removed the offender. Then, turning to his passengers, he explained what had happened and apologized for what may have appeared to be bad conduct.

Oftimes we may refer to a flighty colleague as having "bats in his belfry" or "ants in his pants" but this was a grim reality, the bee in Blalock's breeches.

Another equally amusing incident occurred September 21st when Conductor "Tex" Lofton took his lady friend for a canoe ride at Pop's Willow Lake near Sunland. "Tex", for some reason, stood up after paddling "out-to-sea" and the canoe turned over. Another canoeist, nearby, rescued them. "Tex", however, wanted to sit near his lady friend and in manipulating a change of position, the second canoe overturned throwing the three occupants into the water.

The disgruntled life-guard, observing the affair from the boathouse, rowed out, picked up the sputtering young lady and brought her to shore.

Of course, what seems funny to some folks is grief to another. The other, naturally, is the person involved. Take for instance, the case of Motorman Sam Goldey. Sam has a happy home and one child, a robust little daughter.

On September 17th the Goldeys were spending the afternoon at Lincoln Park and Sam decided to take the little one on the merry-go-round. So, when it stopped, they boarded and he strapped the tot on one of the horses but remained on and stood near the outer edge to hold her. The thing started and soon was moving full speed when an attendant who had been filling the metal arm with rings for the riders to grasp, swung the arm too near the whirling platform. It struck Goldey's head, in-

flucting a scalp wound and nearly causing him to be thrown from the platform.

The Division Three Baseball Team recently elected L. E. Barkley manager for the 1937 season. Barkley, a veteran of the Southern League, received eight votes. L. B. Meek received two. B. E. Johnson received one and W. H. Meloy received one. Superintendent George Ferguson also ran.

Fifty-five young women boarded Conductor J. W. Foore's "A" car at Alsace terminal one day recently. The first one handed him \$5.50 and asked for fifty-five coach tickets. They were headed for Griffith Park.

Conductor E. A. Burgess who was quoted in last issue as having left for Washington, D. C. to marry his dream girl is back on duty now but still single.

Street Scene: Motorman W. F. Thorne and Conductor H. Morris waiting at 11th and Hill to make a relief on a south-bound "A" car. Both are wrapped in conversation when Thorne discovers "the car" has arrived.

They rushed over and scrambled aboard. Morris found the conductor was evidently an extra man and asked if the regular man had missed out. Thorne asked the equally strange motorman if his stool was on the other end of the car.

Just then the car started and both discovered the car was turning west. Excitedly they flung themselves off.

It was an "L" car. Their "A" car was waiting behind.

Charley Evans, a Division Clerk, will manage the Division Four Basketball Team this season. Eighteen candidates for the team elected him at a meeting on September 1st. Three practice games have been played at the time of this writing. The outlook is exceptionally bright for the Division Four boys this year. They will start the season with two teams of first-stringers.

Motorman H. E. Flory said "Adios" to his many Division Four friends on September 25th and left the next day for the Bahrien Islands in the Persian Gulf. Flory, a boilermaker by trade, is signed up for three years with the Standard Oil Co., there.

The interior of our Division building has just received a brand new coat of paint and a number of new lockers have been installed.

Conductor H. E. Tierney recently took ten days off to go hunting.

Conductor A. A. Goldsmith spent twenty days making a trip to Portland.

Motorman A. C. Panter was granted fourteen days leave to visit his father in Oregon.

Conductor G. W. Thompson is spending forty-five days visiting relatives in Montana.

Motorman F. B. Moreland took nine days to rest.

Motorman E. T. Ellegood was granted eighty-seven days and left for his ranch in the northern part of the state.

Motorman H. M. Barclay was given seventeen days leave to attend the funeral of his father in Northern California.

Motorman C. F. Kirkland was granted a fourteen-day rest.

Motorman G. T. Bucher is spending a forty-day leave visiting relatives in Ohio.

Motorman H. E. Lawrence spent twenty-one days resting.

Conductor C. F. Sullivan was granted a thirty-day leave to make a trip north.

Motorman C. J. Jackson rested at his Lake Arrowhead cabin for sixteen days.

Conductor A. B. Dial spent eight days hunting in Crown Valley.

Motorman L. M. Moore took eight days off and went to San Francisco.

Conductor L. F. Walton spent nine days at Lake Arrowhead.

Conductors W. M. Stevenson, P. L. Hunt and Jim Saunders are spending forty-five day leaves motoring to Texas, Kansas and West Virginia together.

Conductor W. W. Warren is vacationing at his cabin at June Lake. He will be gone sixty-one days.

Conductor L. M. Hayes spent an eighteen-day vacation in Neola, Utah.

Conductor G. P. Phipps was granted a thirty-two day leave to drive to Arkansas and other states.

Conductor F. M. Campbell spent thirty days visiting in Oregon.

Motorman W. H. Welch visited in San Francisco, for thirty days.

Motorman E. B. Hodges spent eleven days in San Francisco.

Motorman T. Phillip vacationed for eleven days at Green Bluff.

Conductor H. E. Dickinson spent fourteen days in San Francisco.

Conductor J. B. Seibel rested at home for fourteen days.

Conductor D. E. Blevins took eighteen days off and went to Oregon.

Among the office folks who took their regular two weeks' vacations in September were Superintendent L. L. Wimberly and A. J. Bowen, Uniform Inspector. Both left on September 7, Labor Day.

Clerk E. E. Ellis took his two weeks starting September 21 and said the limit of his travels this time was the Pomona Fair.

Clerk Charlie Evans left October 5 on his regular vacation and headed for a little town in Texas near San Antonio. It was rumored Charlie has been pining to some extent for a certain young lady who, for the past several weeks, has been visiting her mother there.

Wedding

Congratulations to Wilbur G. Reddick and his happy bride, formerly Miss Rosalind Hopkins of Palo Alto. The marriage was solemnized at the home of Reverend G. Ferber on Saturday, September 26. Wilbur is employed in the Mechanical Department at Division Four. It is our sincere wish that the happy couple may have a long and prosperous journey down life's highway together.

The man was trying to sell his dog.

"You see," he said, "I bought him and trained him myself. I got him so that he'd bark if a person stepped inside the gate, and I thought I was safe from burglars. Then my wife wanted me to train him to carry bundles, and I did."

"If I put a package in his mouth the dog would keep it there until someone took it away. Well, one night I woke up and heard movements in the next room. I got up and grabbed my revolver. Two men were there—and the dog."

"Didn't he bark?" interrupted the man.

"Never a bark; he was too busy."

"Busy? What doing?"

"Carrying a lantern for the burglars."

No safety device has been invented to take the place of the one nature built just above the ears.



Division Five

FRED MASON

Well folks, on November 6th the Basketball Season starts, and from what we hear, competition is going to be very keen. Manager D. D. McClurg says that the enthusiasm shown in the few practice games already held leads him to believe that Division Five is going to be up there this year. Mac also realizes that all the other teams in the league are going to show a great deal of improvement over last year and it's going to be ding-dong from start to finish.

It was a great fishing party that left Division Five one Saturday morning recently. Heading the party was T. Y. Dickey and Mrs. Dickey; Motormen George Seale and Ed Cotterly and his wife; and Conductors George Case, Frank Rainey, "Bud" Huffmeier, Frank Slaughter, George "Seasick" Melick and M. L. Davis. Being a fishing party there had to be something fishy about it and that was, that although the largest fish, a twelve pound bass, was caught by Mr. Dickey, he did not win the jackpot. The reason for this was that it was the first time he had ever failed to enter. Ed Cotterly won with a eight pounder.

It is quite some time since Conductor A. J. Konecny saw the folks so he took seventy days off to tour around Texas, with Hallettsville as his headquarters.



Presenting the newlyweds, Mr. and Mrs. R. L. Campbell. The bride was formerly Miss Portia V. Parke, daughter of Mr. H. L. Parke, formerly motorman at Division Five and of the Los Article Department, and the groom is Robert L. Campbell, son of Conductor Lloyd T. Campbell, of Division Five. They were married on Sunday, September 13, at the Wedding Chapel in Santa Ana. After the wedding ceremonies, which were performed by Reverend Ross, the couple left for Glenn Ranch for their honeymoon. They will make their home in Inglewood. Congratulations and a long happy married life to both of you.

Motorman L. W. Schoffner must get out and bag himself a deer every year, so the next thirty days will find him staking around Trinity County, and here's hoping he gets the limit.

Conductor E. E. Cornelison is off for three weeks and he is taking a trip to Fort Hall, Idaho.

Conductor M. J. Foley is back from a ten day jaunt to Lordsburg, New Mexico, bringing his sister back with him.

To visit a sick sister in Grantville, Kansas, Conductor Jim McHenry has been granted a twenty-six day leave of absence.



Here's a big one that didn't get away. And the lady holding it is the one who caught it—hence the justly proud expression. This nice halibut weighed fifty pounds and was caught by Mrs. Cotterly, wife of Motorman Ed Cotterly of Division Five. From what we hear, Ed has to take quite a few pointers from the missus when it comes to fishing.

Conductor E. L. Kennedy finally got away on his long looked for trip to the old home town of Ocilla, Georgia. He will be gone for sixty days.

Motorman Bill Chilcoat is back from a very nice thirty-day vacation spent in Oakland.

Back and full of pep is Conductor R. C. Proctor. He was off for three weeks and spent a great time with friends and relatives in Conception Junction, Missouri.

Conductor Bill Pittinger is at present vacationing at Woodriver, Nebraska, having taken sixty days off.

Conductor C. I. Jones has another month yet before he is due back from Tonkawa, Oklahoma. He took sixty days off.

Motorman C. R. Gilliam says, "If it's not one thing it's two." Most of you will remember last year his going to Catalina, taking his wife out for a boat ride, getting the boat swamped and drifting around out in the cold night air, finally making a landing and then having to walk about ten miles to the nearest shelter. Well this year it was different. He decided that he would save expenses, send just his wife and children, and stay home himself, that is, work his run. He stayed home all right, but didn't

work his run. No, folksies, he missed out.

Motorman R. Liles sent a picture post card to Two Bells from North Carolina. It is the picture of a moonshine still in the heart of the mountains. Liles was not in the picture, but our guess is that he was not far away from that "white mule."



16th Street Coach

CHARLES H. HARDY

V. H. Miller is back on the job after a year of sick leave.

S. Searfus was cruising down the Boulevard recently when he saw an elderly lady standing back in the weeds frantically waving for the bus to stop. When he asked her why she did not stand at the curb she replied that it was painted red with a "No Standing" sign.

M. Chamberlain enjoyed his vacation at Lake Tahoe.

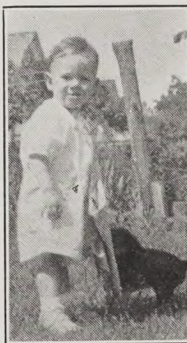
Al Brehm and A. Burdick took a boat from San Diego for a fishing trip which resulted in a terrible ride, sunburn and no fish.

Yes, boys, the charming blonde lady you were all staring at is really Mrs. Pechtcl.

Bob Bower found out that 2300 type coaches can be used on the Florence-Soto line.

C. V. Coleman says he can take good aerial pictures too.

R. T. Kelley used to think that he was a rather important part of this company but it took a little five year old girl to size him up, and was his face red. The little girl sitting behind the driver carefully observed the operation of the Coach then looked back at Kelley on the rear platform. She remarked to her mother that all that man had to do was to let the driver know when the bus had a flat tire.



Marvin, Jr., the pride and joy of M. Pechtcl, Operator 16th Street Coach Division.

G. Goehler went back east to Flint, Michigan to bring back an "orphan."

Gerald Singer talented tap dancer, son of Lou Singer of the Wilshire line, is steadily climbing in the theatrical world. He received much applause at the Orpheum and Million Dollar theatres recently. He was also billed at the Strand Theatre in Long Beach and the Raymond Theatre in Pasadena. We wish him continued success.

The fact that Ted Richter still believes in Santa Claus was proven by a letter

recently received containing a dime. Of course he knew the passenger was honest when he paid her fare.

B. R. Hobbis is the Sixteenth Street ping pong champion who will take on anyone.

C. O. Morse left for Detroit and possibly as far east as Massachusetts on vacation.

The next time the Air Races come to town M. Chamberlain is going to sew up all of his pockets but one, and worry less about short changing himself.

A large number of Coach Operators have signed up for the Transportation Class.

We have discovered the Motor Coach poet laureate. He is Ralph Cunningham of the Wilshire Line and he does not wait until spring to do his writing.

H. M. Williams sympathizes with anyone having alarm clock trouble.

R. L. Griffith is reported to have returned from vacation with a new facial.

New men entering service during the past month were: P. E. Prutsman, O. Johnson, E. W. Wood, E. J. Pierson, C. M. Chittenden, R. M. Hefling, H. M. Snyder, G. J. Palmer.

Let your scribe have your news items and how about a snapshot of your kiddies?

MARRIED

K. Riley of the Coach Division married Florence Pfeifer on September 5. Happy landing.



This fine young man is Robert Williams, four-year-old son of H. M. Williams of 16th Street Coach Division.

GARAGE

We extend our sympathies to Bud Taylor whose mother, Mrs. Gertrude Taylor, passed away recently and also to J. Albricht who suffered the loss of his son, Delbert Albricht.

Looking forward to a vacation F. Rowbottom put his old car in shape to make the trip, then changed his mind and turned it in on a new Plymouth.

Bill Wilson returned from a vacation spent at Wrightwood near Big Pines.

Two or three days of hiccoughs put John Keller down on his shoulder blades and medical attention failed to remedy his distress. John Marvel came to his rescue and recommended a brand of indigestion tablets which brought quick relief to Keller who was by this time a very weak and exhausted man.

Wally Weberg sets the style for road men with white shoes and kid gloves.

Since Sam Turner has become an expert bicycle mechanic it is reported that he is entrusted with Dorothea's bicycle repairs.

R. Sudano returned from a vacation spent in Texas.

Faced with the choice of buying weeping towels for E. Webb or letting him go on the road, the Second shift boys chose the latter.

We understand that double deck coaches are Miss Emerson's favorite siesta spot.

E. Deak of the Machine Shop is back at work. He was laid up with the flu for several weeks.

C. B. Lindsey has a new Buick.

Walt Dewhirst was away a couple of weeks with a badly infected right hand.

R. Wildung and his fellow lean mixers very generously offered to show the motor gang the most efficient way of installing cylinder heads on 2500 type coaches. However, when slight complication arose they withdrew their kind offer.

C. Maurer has terminated his services with the company.

The Wash Rack reports that the big smiles on E. Peteway and E. Cobb were produced by good news from Maine.

P. A. Pierson is the new man in the Storeroom.

Specialists are striving to save the injured eye of Frank Ralph's 10-year-old son. The lad was struck in the eye by a piece of wire which was hanging from a bridge under construction where he was playing at the time.

Nothing seems to fit P. Wood these days. First he had trouble with those nice new shoes. Later when he crawled under a 2200 Coach on the road to adjust brakes his waistline became jammed under the coach.

G. Baker had a very pleasant vacation up the coast and into Canada.

Married

P. Marsh of the Garage Storeroom was married to Mrs. Dorothy Foley, September 19. The ceremony was performed at the home of the bride on Harvard Boulevard.



D. S. COBURN

Virgil & Santa Monica
Coach

About one hundred operators and conductors from the Los Angeles Railway and Los Angeles Motor Coach Company tucked their books under their arms during the week of September 21 and went back to school. The reason was the opening of the advanced class in "Highway Engineering" which is being conducted by Mr. Appel of the Pacific Electric Railway.

If you see one of the boys pull a peculiar looking white stick out of his pocket while laying over at the end of the line, don't be alarmed, as he is just practicing on the slide rule, the use of which is part of the course.

After forty years, more or less, of service, the hard riding Dodge used by Mr. Sharpless has been retired with honors as its former owner is now sporting a 1935 Plymouth coupe. We wonder "Should

ould acquaintance be forgot." We doubt if this one will as Mr. Sharpless will also have to sell his spurs.

Miss Eleanor Cohen, stenographer at Virgil, is taking her vacation. No information as to what she is doing, or why.

Operators Hay and Stevens, after a lot of hard work, have produced a safety film entitled "Hold That Line," which from the preview, should bring down the house. It was shown at two safety meetings held September 30, one for the day men and one for the night men. As they rest from their labors, we can only get them to say, "Well, we learned a lot." Incidentally the loud speaker system was furnished by Conductor Boucher. This picture is the first feature we have seen that didn't use half the film telling the life history of everyone connected with it.

The coach division operators had to hide out on the 4th, 5th, 6th and 7th of September, the reason being that a rumor was circulated that if you wore a yellow badge you could walk right in to the \$6.00 seats at the Air Races. Some of the boys were slightly embarrassed when asked when they had transferred to the coach division.

Jimmy Wright being away on vacation, the ping pong table has been sadly neglected. Better practice up a little as when he comes back he will be raring to go.

The supervisors have been worried because of the two circus parades. Some of the boys' feet began to itch and they felt inclined to follow the parade. They might just as well have followed it as service along the route was badly disrupted.

Mrs. Culver, our day cashier, is on vacation, whereabouts unknown.

Supervisor Bill Terry encountered a hungry spider while working in his garden, and consequently suffered a very sore leg for a few days.

If interested in horseback riding, see Operator Armstrong who has now developed into a talented instructor. There is some question, however, that hasn't been answered. Is he instructing in horseback riding or nursing? Your guess is as good as ours.

Operator Tieman never believed in the old saying, "Don't stick your neck out." After seeing an incident on the line one day he now believes it.

Under the personal direction of Conductor Dossey, the boys are practicing basketball. With the new uniforms they should go places and we hope you will support them by attending the games.

Merle Tudor, dispatcher, has returned from his vacation having visited Catalina Island, San Diego, and Bakersfield.

The Ace Pharmacy notified operator Lunt the other day that the next time he put the marble game over the top he would have to take the drugstore over. He has toned down his game accordingly.

We have had the privilege of seeing a number of men go through the instruction class but have never seen anyone who had to take the kidding that George Lloyd got from all sides. More power to you, George. You can sure take it.

One of the students was told to "show up" at a certain time the following day

and he immediately thought that he was fired.

Dave Sporman bid in the deadhead run on Western Avenue again and showed his appreciation of recovering his favorite run by missing out on the first day. He claims to have looked at the wrong schedule.

W. A. Baker is now on a motor trip to the Pacific Northwest where he intends to spend an enjoyable two weeks.

MECHANICAL DEPARTMENT

Foreman Hank Thompson came back with his share of deer meat. We understand that being the fastest, he had to run it down after one of the party had wounded it. Why not take the indoor ball with you, Hank, and pitch them a few fast ones like you give Hubbard every noon. (Girls' indoor league please note) Hank looks swell in shorts.

Joe Clark has cut down the number of fishing trips to Santa Monica since his wife found out that he didn't spend all his time fishing.

Hubert Buttram, the electrician, dropped a generator on his finger with disastrous results and is now taking an enforced vacation. Well, he wanted a vacation anyway.



F. ARLEIGH FRAZIER

You have heard of Theodore Roosevelt, the great hunter and explorer. Well, he had nothing on Tom Rocha of the Winding Room. Tom is a brave old hunter, killing 40 rabbits, 1 deer and wounding a mountain lion. After trailing the lion's blood for 20 miles he decided he would have enough to carry home without the wounded lion, so the lion may have a chance to recuperate.

Also we noticed Tommy is trying to put on the English style, because he now comes strutting to work with a walking stick. Cheerio!

Wedding

The secret is out. August twenty-sixth is a very important date to O. L. Hall who on that day married Miss Lyda Elizabeth Ross. Congratulations and best wishes to the bride. (Mr. Hall, DON'T forget your first anniversary!)

* * *

Paul Abbey is one more rooter for the new Plymouths.

Howard Prudhon, of the mill, has 400 turkeys that will be all right for Thanksgiving and Christmas. Will dress and deliver anywhere.

E. C. Smith had "tanglefoot" to drink at the Association Picnic.

W. W. Huskey says he slept-off several helpings of "beans."

Clarence Lock says the "beans" made him sick.

C. L. "Five-cent" Nickels, Deacon "Tanglefoot" Smith, John "Devil" Devlin and party went-a-fishing. "Tanglefoot" took the jackpot with a thirty-four pound tuna. There were sixteen less tuna left in the ocean after this good catch. "Tanglefoot" fed more fish on the

way out so he caught the largest fish by having the largest following. Well he needed some sort of a reward!

W. D. Taylor is again saying hello to the boys after a sick leave of six weeks.

B. E. Francis was involved in an accident but according to word received will be back to work, however we are still looking for him to make an appearance. Hope nothing serious has happened.

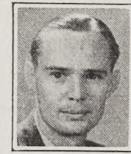
Sometimes our paragraphs are hard to write as is this one. The Shop boys wish to express their deepest sympathy to Robert Allen on learning of the loss of his baby.

Vacationing around home on short trips, John Cook is also planning a trip to the Sequoia Big Trees.

Terminating their trip home from Minnesota, L. A. Johnson's family said they had a wonderful time.

Introducing new men in the Carpenter Shop and Mill: C. M. Campbell, A. T. Carmichael, C. A. Chandler, E. S. Zink and D. W. Mitchell.

Vacations have ended for M. E. McCune and Harry Longway. Longway spent two weeks at Catalina and McCune enjoyed his home in Newport Beach part of the time.



WALTER WHITESIDE

LINE

While on a recent fishing trip, C. G. Hunter had the misfortune of injuring his hand. His version of the accident was that he had hooked a 200-pound Jewfish and was ready to land it when the fish bit his hand, but according to eye witnesses it was only a minnow.

Frank Tarpley lost considerable part of the past working month and also a great deal of his personage. He had his tonsils and some of his teeth removed. Better watch out, Frank, your appendix is next in line.

Did you know that O. J. Moser and wife packed their lunch to attend the V.F.W. picnic, and when they arrived at the park they were surprised to find no one there? No, they didn't attend the wrong park, they were only one week early. When confronted by this situation, Mose only replied, "That's me, always on time."

The Line Department has just completed the removing of the center pole construction and installing side poles on Colorado Boulevard in Eagle Rock.

Heinie Messner left town recently with a vow that he would get that deer that he has been trailing for the last four years in the area of Mt. Shasta. If he succeeds this time we will endeavor to obtain a photographic proof of same.

FLASH: Heinie returned — no deer — only saw one — it was in the San Francisco Zoo. Poor Heinie, it's a cruel world.

Leonard Brown spent a very enjoyable time at Catalina.

Miss Howell visited the Main office during Heinie's absence to check the payroll. It was her first visit and rumors have it that she is making a bid for the job permanently. One thing about Miss

Howell is that she doesn't leave her hat and coat in the car like Heinie does.

Anyone having any spare ribs around the house that are not in use please forward to Ben Fulton, who will exchange a couple of broken ones for them. Ben fell off of a ladder and suffered some broken ribs and several bruises.

SUBSTATIONS

The reason that E. O. Thurtell and Benny Lerit have that far away look is that they are now Class A bachelors. E. O.'s family is in Oakland and Benny's is in New York.

Bob Bass spent an enjoyable vacation getting acquainted with Los Angeles and vicinity.

George Gouge also stayed around our fair city.

Gerald Coxe will have his hands full now that he is about to move into his new home.

A. Crum watched the bathing beauties at the local beaches, then visited Catalina to see what was on the Isle of Paradise.

O. Quigley believes in traveling in style. He made a train trip via the S. P. to St. Louis, probably to see what happened to the "Cards." He must have found out as he continued his journey to that great town of Perryville, Missouri, to prove it.

Phil Klingelsmith got a stiff neck watching the air races so he had to get it baked out at Catalina and the local beaches.

C. W. Fancher had to confine his vacation activities to local trips as his wife was too ill to travel.

H. Lawrence was thrilled by the magnitude of the trees in the Big Basin, and the new bridges over San Francisco Bay, and he was captivated by the beauty of Lake Tahoe, but he just can't get over the sight he saw in Reno, the "Biggest Little City in the World."

G. Sherrill took in all the local points of interest including Catalina Island.

A. Helves says he didn't realize there were so many things to see around good old Los Angeles.

Frank Skelly visited the old home town of Chicago.

J. Knapp believes in doing something different in the line of vacations. He spent his two weeks in a dentist's chair.

R. A. Horn took in the local beaches and also Catalina.

A. Herring did just about the same things.

Your scribe is beginning to think that maybe he is missing something, judging by all the visits to Catalina being made by the members of the department.

W. R. Pollard took a three-day trip to Boulder Dam to witness the recent celebration.

F. I. Flynn spent two enjoyable weeks in and around Los Angeles.

See Allen Barrett if you want to find out how to live cheaply on your vacation.

Norman Bremer had to take a few days off due to illness. To speed his recovery he spent a few days on the desert.

ELECTRICAL CONSTRUCTION AND BONDING

Harley France spent a very enjoyable vacation in the Crater Lake region in Oregon.

Nels Lane had to stick close to home

during his vacation due to the illness of his wife, hence no long trips. But on the night of September 24 he surely traveled.

George Agraneotis is back on the job after a case of ptomaine poison and blood poisoning.



F. F. ROBEY

DIVISION ONE

Jimmy Bradley liked this year's vacation so well that he has his next vacation about all figured out.

Al Wolpers returned from his vacation in Missouri. Al says the reports about the hot weather back there are certainly correct.

Jimmy Simmons had the great misfortune of losing his step-son, Frank O'Brien, who was killed when he stepped out in front of an auto. We extend our deepest sympathy to Jimmy and his family.

We hear Harry Ogden drove 300 miles to shoot two doves.

We believe Walter Jackson thinks a lot of his V-8 sedan, because he certainly keeps it shiny.

D. W. Mitchell and V. D. Cook have been transferred to South Park Shops.

R. L. Howe is all ready to take the fatal vow. We all wish him and his bride the best of everything, but we still say, "Another good man gone wrong."

Bill Shirk is back on the job again, after spending a month with his folks back East. He says he had a wonderful trip.

Kenny MacDonald spent his vacation motoring through the northern part of the state. What the boys are wondering here is—when does the wedding come off? What do you say, Kenny?

The "Old Observer" has been on the job again and reports that the cribbage playing of the "Die Hards" is improving. They may yet be good enough to challenge the night crew.

The sad, lonely looking chap wandering around here for the past three weeks is young Mr. Bremm. Bernard's wife has been away on a trip, but is expected back soon, so it won't be long until we see the sunny smile again.

"Babe" Brown has almost finished building his new home in Bell, and expects to move in soon.

Our new cleaner, Bernice Rainey, was transferred from Division Five to replace Lena Polee who has left the service.

DIVISION TWO

Watchman J. J. West has been confined to his home the past three weeks on account of sickness, but we hear he is improving.

Henry Yardley is the new man in Mr. West's place.

Maggie Smith has been transferred from Department Two to Division Five and made regular cleaner.

Elizabeth Hurd is the new extra cleaner, who started to work September 1st.

Our Assistant General Foreman, F. F. Robey, paid his annual visit to the Pomona County Fair to give the "hosses" the once over.

DIVISION THREE

Well, vacations are about over now. W. Houston spent his painting and cleaning up his home.

D. Dickenson and R. Smith went to San Diego fishing. Yes, and they caught some.

W. J. Alport reported the state of affairs around San Francisco. He spent a few days there.

D. Dickenson went and did it. He bought a new Ford V-8 sedan. Some class, now.

G. Treneer had a swelling over his left eye. Mosquito bite, he says.

A sure sign of Fall. The watchmen are wearing their old felt hats.

The sympathy of Division Three is extended to Frank Miller, who lost his 12-year-old daughter.

Division Three's labor turnover will be noticeable this month on account of the following resignations: N. E. Gaskins and G. Burrows are resigning and are both returning to school.

J. Cresto resigned on account of sickness, and J. Thompson has left the service to accept a better position.

DIVISION FOUR

Married

Our bachelors at this Division are getting few and far between. Among the latest to fall for Dan Cupid's bow are: D. A. Pitts who was married to Miss Vivian Runow on September 21; Harry Hutchison who journeyed to Las Vegas, Nevada, on August 26, and married Miss Betty Ivy; and Wilbur Reddick who, with Miss Rosalind Hopkins said the fatal words September 26, and are spending their honeymoon at Catalina. We extend our most hearty congratulations to them all.

* * *

W. O. Weiser spent an enjoyable week visiting in northern California.

R. J. McIntyre at the present time is at Lancaster hunting rabbits.

Clyde Holland and family returned from a week's vacation visiting relatives in northern California.

T. Watts and family spent a week viewing the wonders at Yosemite.

E. Webb and family returned from two weeks' vacation at some local hot springs.

DIVISION FIVE

Here is some news that is real news. Jerry Lyons traded his 1914 model Ford for a 1936 Plymouth and kept it a deep, dark secret for two months. Sure was a surprise to us (not the Plymouth—the secret). The boys were pretty hard to convince that for once in Jerry's life he knew something and wouldn't tell it.

Fred Shaw has a new movie camera and projector. All the pictures seem to be of the new daughter.

Jim Boen came to the Store Room the other day for an inside bearing for a street car. Handicapped by the lack of a vocabulary with which to express his opinion of the storekeeper it was fully ten minutes before he could explain that it went around the axle and inside the gear case. Therefore it was an inside street car bearing.

Jimmie James' Pontiac was the center of attraction at Ninth and Hope the other day, when driven by the Mrs. it caught on fire and all the down town fire-wagons answered the call. All the wiring was destroyed, but otherwise it is as good

as new. Jimmie was so upset about it, that he had all of his teeth pulled. Yeah, he is living on soup now.

Basil Allen knocking at Jimmie James back door. Allen: "Knock, Knock." Jimmie on inside talking with a lisp and trembling, "Who's there?" Allen: "Jimmie." Jimmie still trembling, "Jimmie who?" Allen: "Jimmie my shot gun before I tear the door down."

Foreman I. C. Gordon is away on his annual deer hunt and we guess he will bag the limit.



H. I. SCHAUBERT

Hopes are high at Vernon Yard this season for better luck on the basketball court. Bill Bramlett started the ball rolling by reserving practice time for the boys at Jacob Riis High School, on Wednesday evenings from eight to nine. Joe Miranda and Max Carillo are showing up well in practice.

Long distance vacations were in order this year. Austin Fleetwood went to Tulsa, Oklahoma. Jimmy Taller took in San Francisco, the Grand Canyon, Boulder Dam and Ensenada, Mexico, all in two weeks. Charlie Plume took a little 3500 mile tour to Vancouver. Kelly Holmes took a 1500 mile trip through Arizona and then went to inspect the new San Francisco bridges by train. "Mac" Cavanaugh put 4800 miles on the speedometer of his new Oldsmobile by visiting Vancouver and Yellowstone Park. Charlie Kincaid practically stayed at home. He only made about 1000 miles on his trip to San Francisco.

"Scotty" Anderson is now foreman on the night work train replacing Jesse South who has taken over Carle Heffington's guard rail gang. Carle has joined the Owls and is working nights with Pat Jinks' gang.

Art Zillig knows of a place where deer are quite plentiful and offered a friend the opportunity of sharing a hunting trip to the spot. The friend shot a buck soon after he arrived and Art spent several hours helping to get the deer back to the car. Fearing that the steak he had promised Art might spoil, the friend insisted on returning to town to care for the meat. Art is still wondering if he should not be somewhat irked.

Sam Bevilacqua is very fond of lima beans and John Grant is making every effort to appease Sam's appetite.

Charlie Smith and Jack Fisher took their families on a little deer hunt up near Sequoia. Charlie wounded a buck which staggered into another deer hunter's camp as Charlie trailed it. This stay-at-home hunter promptly knocked said deer on the head and had him strung up when Charlie arrived. "Finders keepers, Charlie."

Les Sparks and Babe Gravino agree that harbor masters and policemen are always right. Babe further agrees that policemen can even be right twice in one day.