

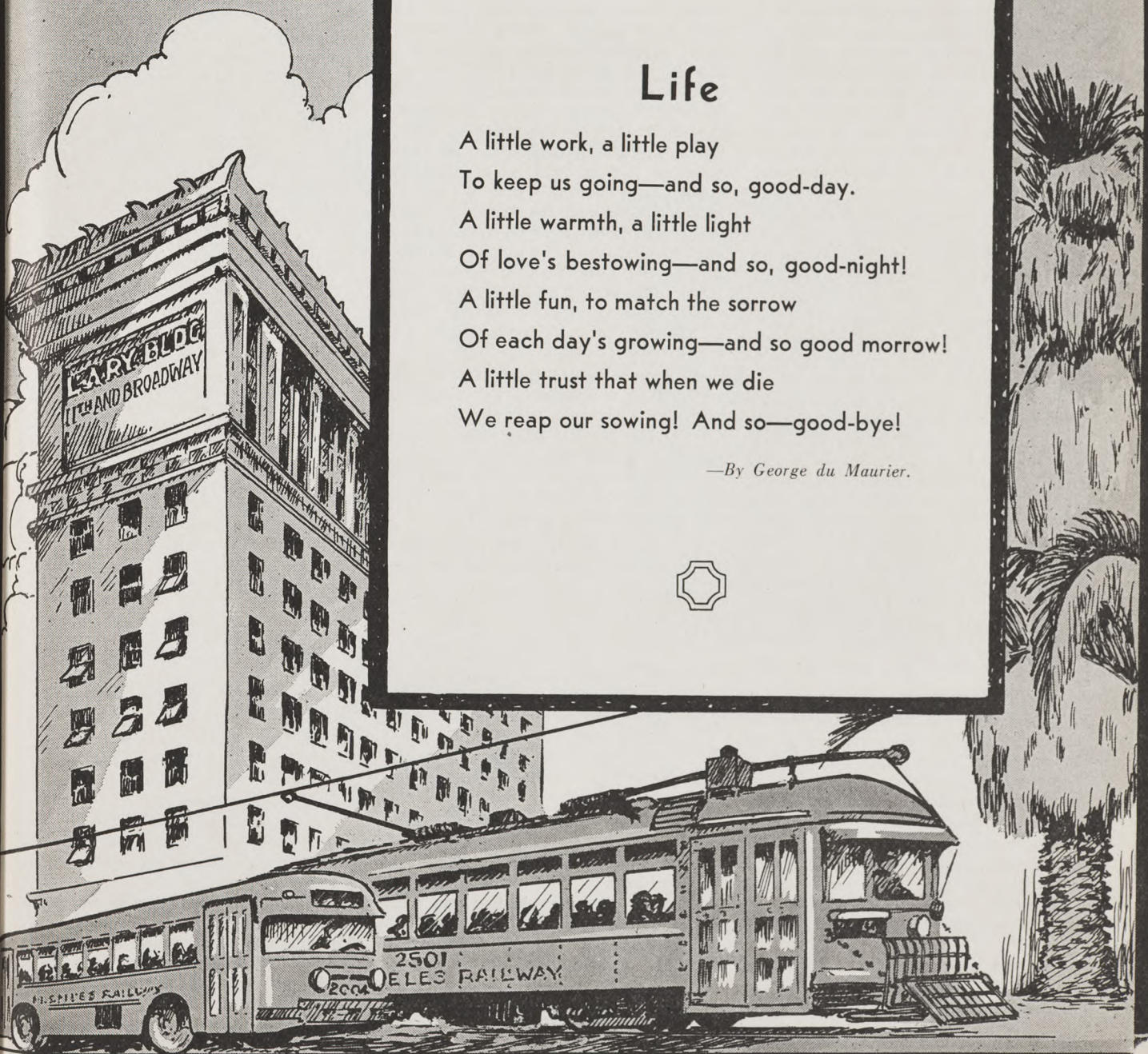
TWO BELLS

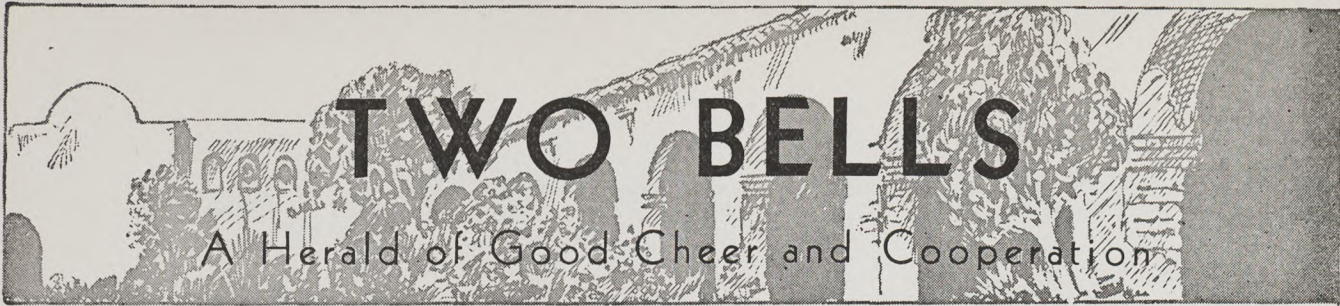


Life

A little work, a little play
To keep us going—and so, good-day.
A little warmth, a little light
Of love's bestowing—and so, good-night!
A little fun, to match the sorrow
Of each day's growing—and so good morrow!
A little trust that when we die
We reap our sowing! And so—good-bye!

—By George du Maurier.





Published Monthly for the Employes of the Los Angeles Railway

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

The President's Conference Car

Two Bells has carried articles about the President's Conference and the research work done by engineers under the combined financing of various railway companies, including our own, to the end that a superior street car might be designed which would meet the competition of the private automobile and offer a combination of speed, comfort and safety never before approached in public transportation.

The result of five years' extensive experimentation work is the new streamlined, low swung car known as the President's Conference Car, or P.C.C. for short. Here are some of the important features:

This new car has four 55 h.p motors, each one running up to 4,000 revolutions per minute, an increase in power over present equipment. However, the motors themselves are smaller and weigh only about a fourth as much per horsepower as do older types. Starting has been made smooth by improving the method of feeding current to motors. Present controllers have but nine notches at the most, which means that speed is increased by nine steps. The new controller has been designed with 99 notches, and it can be easily appreciated how this new multi-notch arrangement makes for feeding of power smoothly and evenly.

In other words, the car is stopped within a distance least disturbing to the rider. This was the result of thousands of tests using all sorts of devices to measure the reaction of a passenger, standing or walking in the aisle, to acceleration.

The engineers found that a passenger could stand an acceleration of 4.7 miles per hour a second without discomfort. That finding fixed the rate at which the new car gathers speed.

Because the new car accelerates rapidly, it must of necessity be able to stop quicker. Therefore it has been

designed with three sets of brakes, and in emergencies can cut down its speed at the rate of 8½ miles an hour each second. The first braking effort is furnished by the motors—the second is long electromagnet track-brake slung between the wheels on each of the four trucks—and third, the air brakes on the wheels. When the motorman turns current into the coils of this magnet it is clamped down against the rail with a force of 13,000 pounds and the effect of these four electromagnet brakes is equivalent to hooking a weight of 26 tons behind the car. The motorman has these three brakes at his disposal and operates them with a single lever which permits each brake to be applied automatically.

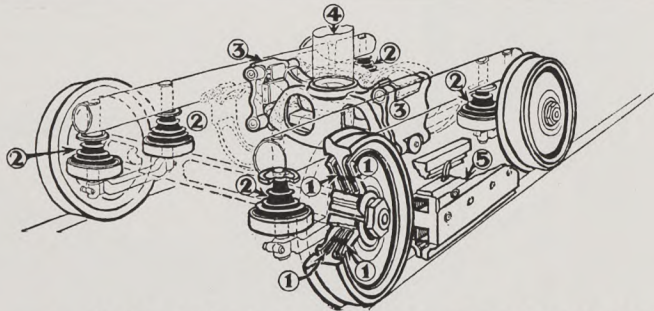
All noises and vibration have been reduced to a minimum by means of entirely new type of springs and wheels and special gear construction—and the engineers in accomplishing this have overcome in all probability the greatest objection which the street car has to face in a modern city.

Trucks on the new car are doubly protected against shock, both by rub-

ber in the core of the wheels and by rubber springs. They are precision machined like the parts of an automobile motor, and fit together so accurately that there is absolutely no space for them to bang together. A gear absolutely new to street car construction takes care of the motor noise. It is a hypoid gear of the type used in the costliest automobiles.

Inside of the car are spacious seats of the automobile type. The lights overhead are brighter, but are shielded by fixtures which eliminate glare and throw the light down on the rider's newspapers. Window frames are stainless steel, the first ever fabricated of that material for trolley cars, as are the hand rails and stanchions. The windows are wider and not only permit more daylight to enter the car, but enable passengers to have better vision.

A complete system for ventilating the car has been ingeniously designed. The structural framework is utilized as ducts through which the air circulates and special blower units circulate the air through the car. This has the effect of cooling the car in hot weather. The cars can be heated in cold weather by passing the air across electric coils.



**P. C. C.
Truck**

1. Cores of wheels are made of rubber rings which form springs between tire and axle.
2. Concentric rubber rings form the 8 springs between axles and each truck frame.
3. The bolster holding the kingpin (4) which attaches truck to car body is jointed to absorb longitudinal and lateral vibration and shock.
5. Two magnetic rail brakes on each truck minimize the use of wheel brakes.

Expect the Unexpected

By JOHN COLLINS
Supervisor of Safety

Lately we have had several derailments or split switches, followed with these usual alibis: "There was dirt in the switch," "The switch was all right, but the pump threw it," "I pulled the chain, and did not slack up on it," along with several others.

In each case of derailment there was **man failure**, or carelessness on the part of the one whose duty it is to see the switch is set right, and to be able to stop the car if switch is not properly set. When a man begins to take anything for granted, conditions start to shape themselves into trouble for him.

The man who is thinking about what he is doing while taking a crossover, going into a switch, around a curve, or taking a track crossing, does not get derailed or have a collision. He anticipates these possibilities and guards against them. It is the same with all classes of accidents. It comes back to recognizing or reading conditions followed by sensible action on your part. Never expect others to act sensibly. You are in control of but one person and that is yourself.

Almost all step accidents occur to men who have failed to recognize the conditions that may be created by the fact that they have steps on their cars and as soon as they recognize these conditions such accidents stop. In every case of moving car step accident, such accident was caused by carelessness on the part of the crew in observing the bell signals.

The first of the month our schools opened their doors, and each one of us must remember that many thousands of students will be traveling on our cars and that there will be more confusion of movement around our school grounds. Some of these students may become unruly at times, and may go so far as to endanger the lives of other students as well as their own but through it all the only problem you have is that of your own self; your ability to follow your instructions in correct operation, and to recognize that people will do almost anything, walk any place, run any place, at unexpected times. The grown person will do the unexpected the same as a child. You do not place confidence in the child's doing the right thing, neither can you do so for the grown person. Have confidence in your own ability to courteously and safely handle the children on their way to school or on the return to their home.

Good News

On August nineteenth a bulletin was issued by the management to become effective September 1, 1936, increasing certain salaries and wages to the rate level in effect prior to February 1, 1932. This completes the restoration to all employees of the reductions made effective February 1, 1932 and August 1, 1932. Platform men and coach operators, having already had both their reductions restored, will not be affected by this order.

This order is in fulfillment of assurance given by the management to employees that the cuts would be restored when financial conditions permitted. This bulletin will affect approximately 1800 employees of the Railway including all of the mechanical department and office force.

Track Work

The Way and Structures Department are re-tying sections of track on South Broadway between Florence Avenue and Manchester Boulevard.

New Coaches

Two 31-passenger coaches have been purchased for use in the service of Los Angeles Motor Coach Company.

These coaches are of Twin Coach manufacture and almost identical with Type 17 in use in Los Angeles Railway service, being equipped with rear engine and transmission, drop windows, crank operated, and fitted with improved lighting fixtures.

They will be known as Type 32 and will probably be used principally on the Crenshaw-Vine-La Brea line, releasing larger equipment for use on the Western Avenue line.

Forty Cars Ready

The reconstruction program of the 118 "type H" cars into the one-man-two-man type is progressing very nicely.

To date, we have had sixty-six cars brought into our shop for the reconstruction program, and we have completed forty cars. These are now ready for operation.

Banana Plantation at South Park Shops

By C. L. HATCH



The Banana Plantation at South Park Shops has been doing fine for the last few years. So far this year, W. C. Brown, Assistant Superintendent of Car Equipment, has harvested eight or ten bunches. These trees are not like Aaron's rod which blossomed and bore fruit in a day, but they are blossoming and bearing fruit in a season. There are several nice bunches still on the trees which may mature yet this year and bring the season's yield to about fifteen bunches, or approximately six hundred bananas.

So far, the custom has been for the boys to walk up and pick a banana

to eat with their lunches but, as usual, the Store Department threw a monkey wrench into the machinery and demanded that the fruit be turned over to the Store Room. After W. T. Reynolds has satisfied his gastronomic propensities, the remainder will be sold to the shop men at ten cents apiece; the proceeds to be used for the endowment of a hospital at Little America for the treatment of chilblains and fallen arches among the penguins.

(Editor's Note: Two Bells was honored by a gift of one of the large bunches of bananas and can bear witness to their delicious flavor.)



Part of crowd at Transit employes' picnic Sunday, August 30.

Six Thousand Attend Transit Barbecue

The big event has come and gone and what a day it was! More than six thousand people attended our Barbecue at Hindenburg Park Sunday, August 30th from 10 a. m. to 10 p. m.

Too much praise cannot be given to Cal Simmons, Bill Swearingen and their able assistants for the most delicious barbecue meat that ever was served. Harry Tuttle and his assistants deserve much credit for the rest of the lunch and the efficient manner in which it was served. All worked hard to feed satisfactorily the largest crowd that ever attended any event of this organization.

For entertainment we had the band, vaudeville which was excellent, and the race which were certainly enjoyed by everybody. Oh, yes, the pie eating contest; did any of you see the faces of those who participated in this? There were also other contests that were enjoyed.

In the evening the dance floor was well patronized, with the Sweet Orchestra doing a good job with the music.

I wish to thank every one who so willingly gave their services to make this event a success. They worked tirelessly all day and evening and those who came and enjoyed the day appreciated, I am sure, the service that these boys rendered.

In all it was a wonderful day and the Board of Governors did everything in their power to make it a success.

W. H. HÖLLENBECK, *President*

Change Construction

The Electrical Department is removing the center poles and overhead construction on Colorado Boulevard and erecting side poles.

V. F. W.

V.F.W. Second District breakfasts are becoming a popular monthly affair. On September 6th the breakfast sponsored by Compton Post, held at the Oddfellows Hall in Compton, was a huge success and those of you who were unable to attend missed a great time and should be sure and attend the next one, date of which will be published later.

Our illustrious commander, E. M. Cavanaugh, of the Shops, is taking a month off to visit points east and north with a grand windup at the Veterans of Foreign Wars National Convention in Denver, Colorado.

Comrade George Stone of Division Five blew in the other day with all sails set. He gave quite a vivid panoramic description of conditions he encountered in a wide swath he cut to the east coast and back. George seems to have missed nothing but the Bad Lands of the Dakotas.

C. R. GILLIAM,
Adjutant, Southwest Post No. 2828

Veterans Auxiliary

Attention members! After two months' absence from our regular meetings we hope to see you all at our next meeting, Monday, September 28th. As usual notices will be mailed to remind you. Let's have a real get-together next meeting.

ELLA HOYLE, *Secretary*

Life's Best

Life is mostly froth and bubble;
Two things stand out like stone,
Kindness in another's trouble,
Courage in your own.

—Adam Lindsay Gordon

Mechanical Meet

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Equipment Departments was held on August 29th, with William T. Brown, General Foreman of Car Houses, as chairman of the day. He announced that the subject of the meeting, "Employing and Training Men" was open for discussion.

The following responded with papers on this subject: R. W. Anderson, J. T. Watts, L. T. Crump, W. C. Brown, F. O. Rowbottom. W. J. Dewhirst gave an interesting account of his varied experiences in learning the machinist trade.

E. E. Kenway, Supervisor of Employment being present, the chairman called on him for a viewpoint from the employment side of the subject, and he responded with some well chosen remarks.

The chairman closed the discussion by calling attention to the human element that enters into the subject to a large extent and the consideration that should be given the very important part it plays in employing and training men.

F. T. Burchett, Chairman of the Accident Committee, explained the use of the new Accident Board that had been installed in the various departments recently, and called particular attention to the increasing amount of lost time on account of occupational accidents.

H. E. Jordan, Superintendent of Equipment, spoke, comparing trained and untrained men in any department, and closed his remarks by complimenting William T. Brown very highly for the efforts he had put forth in trying to educate the personnel under his supervision.

The topic and chairman for next meeting will be announced.

J. E. STENROD, *Secretary*

What Can We Do About It ?

By RICHARD H. HILF
Chief Special Agent

Never before in the history of the City of Los Angeles have the law enforcement agencies been confronted with such a gigantic task as faces them today in their efforts to stop the killing and mangling of men, women and children on the streets, due to the action of careless, negligent and drunken drivers of motor vehicles.

When we read of the horrors of this awful slaughter, we can readily understand the problem. While primarily it is a police problem, as we depend upon the police agencies for protection and law enforcement, yet the very seriousness of the situation must engage the concern of every well-meaning citizen of the community, and no citizen, who puts himself in the category of a "good citizen" can view this situation with anything other than a very grave concern.

We cannot afford to put ourselves in the position, that many seem inclined to take, that what happens to the other fellow is of no concern to us, for, according to the law of averages, sooner or later some one dear to us will fall an innocent victim to the lethal weapon of a drunken, careless or inept driver.

Then, therefore, if we do not consider it our duty as citizens to do something to stop this killing orgy, we certainly owe something to the protection of our dear ones, to do something about it.

While there is a multiplicity of laws dealing with the subject of proper driving, there are just two simple fundamentals, that if observed, will cease all this slaughter. These two are:

1. No person should drive any vehicle upon a highway in such a manner as to indicate either a willful or a wanton disregard of the safety of persons or property.
2. No person should drive a vehicle upon a highway at a speed greater than is reasonable or prudent, having due regard for the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

If those simple rules were adhered to, what a difference it would make. And how easy it is to do it just that way; so much easier than to do it the other way.

There is hardly such a thing as an unavoidable accident. It is true that in the intricacies and the technicali-

ties of court, many are construed to be unavoidable, but when an accident happens, somebody was wrong some where. It just couldn't have happened otherwise. When it does happen, then some one is to blame and the **some one** should meet with the fullest measure of punishment; not just a caution or an admonition, but a sure and swift penalty.

The public has been educated, persuaded and appealed to long enough to do the right thing with respect to proper driving. By far, the vast majority do it. But there is an element that remains heedless to responsibility and the rights and safety of others and that is the minority that should meet with the condemnation of the courts and public alike.

If the imputation were hurled at us that we were a thief or a burglar, we would become very indignant and resentful. But if we were charged with being a reckless driver, we would try to laugh it off. However, the former is far less dangerous than the latter, for the thief attempts to take our property only, while the dangerous driver menaces our lives and property as well.

And so it behooves us, as employes of a great transportation company, dealing in traffic constantly, to carefully obey the rules of "Safety First" whether in charge of a street car, automobile or bus, not only for the right of the thing, but as an example to those of careless and criminal tendencies; to educate our families and influence our friends as to the dangers of the motor maniac, and to join with that great group of "good and law-abiding citizens" in assisting the law enforcement agencies in their efforts to stop this merciless carnage.

Retired Employes

There was no meeting of the Association for August. The next meeting will be on September 15, and it is desired that there be a full attendance. It is the first meeting of the year and it is a most important one.

All officers are to be elected and plans are to be made for the coming year. Important questions will be up for discussion and it is hoped that every member will be present.

D. L. GRAGG, *Secretary*

Political Speaker: "What we need is a working majority and then—"

A Voice: "Better reverse it, mister. What we really need is a majority working."

Casual Inquiry

Brings Reunion

By FRED MASON

While vacationing in Pennsylvania recently, an incident occurred which will long be remembered by Motorman George H. Stone, of Division Five, and his family. It happened as follows:

While driving through the busy streets of Philadelphia one afternoon, a small child suddenly dashed out into the street from the sidewalk. Mrs. Stone, who was driving at the time, swerved her machine and applied the brakes in an effort to avert a very serious accident. She was quite successful, the child just running into the running board and none the worse for her experience. Little did this small girl know of the happy ending to such a bad beginning.

Mrs. Stone reported the accident to the Philadelphia Police Department, and while being questioned, an officer, noticing the Los Angeles license plates, said "Los Angeles is a pretty small place, do you happen to know a young man out there by the name of Walker?" Mrs. Stone replied that she knew a fellow by the name of Duke Walker. For a few seconds the officer was speechless. When he recovered his speech he exclaimed "Duke, that's the fellow I mean, he's my brother whom I haven't heard from in eighteen years!" Hasty questions and answers followed and Officer Paul Walker was furnished with the address of Motorman Duke Walker, of Division Five, so that he might get in touch with him. Duke, who has since received a number of letters and pictures, was equally as excited and happy as Paul upon learning of his whereabouts.

Duke served in the World War in the same regiment with George Stone, is a member of the same Veterans of Foreign Wars Post, No. 2828, and has been in the employ of the Los Angeles Railway as motorman at Division Five since February 2, 1934. He is also a member of the Los Angeles Railway Veterans' Club.

As both brothers are married now and have families, we will be waiting to hear the news of a very happy reunion.

Honor Roll

John Francis Burke, Load Dispatcher in the Power Department, was placed on the Special Roll effective August 19th, 1936.

Mr. Burke entered the service of the Company April 4, 1907 as a Sub-Station Operator and was appointed Load Dispatcher in 1927.



Baseball smoker and banquet at Division Three.

Baseball Smoker

By C. J. KNITTLE

Hail! Hail! The gang's all here!
 What the heck do we care,
 What the heck do we care,
 Hail! Hail! The gang's all here!
 What the heck do we care now.

With that well known ditty, the Lary Leaguers opened their annual banquet at Division Three in the evening of August 15th to hail not only their team mates and league mates but also to hail the Champions of 1936, the boys of Vernon Yard.

The usual exuberant spirit prevailed among the lads and Company officials as they followed the first number with the equally vivacious chorus of "Take Me Out to the Ball Game".

The lecture room on the second floor had been transformed into a beautiful banquet room. Palm branches and flags were handsomely arranged about the walls and streamers of colored lights and clusters of dates bedecked the ceiling.

Leon Sweet led the singing and his versatile Transit Employees Orchestra furnished the music.

As the applause simmered down from the opening numbers, Leon megaphoned the Division Five Team to solo with "Let Me Call You Sweetheart."

The rendition brought a shower of friendly "Boos!" from the assembly in general and the Division Three boys in particular but the Division Five lads retaliated in the same manner a few minutes later when the Division Three boys were ordered to encore with the same number.

Leon then prevailed upon the members of the official staff to sing, "My

Wild Irish Rose". The request was graciously accepted and well executed.

The Vernon Yard Team followed up with "Cucaracha". The natural Spanish twang which only these boys could give to such a number brought a vibrating volume of applause.

The Division Four boys then rendered "Sweet Adeline" with all the finesse of the old barber shop quartet and the Coach lads followed up with "The Old Gray Mare". The Division One boys main-vented with, "Put On Your Old Gray Bonnet".

"Take Me Out To The Ball Game" was again rendered by the entire assembly who generously applauded themselves and at this moment Harry Tuttle's winsome waitresses appeared from the kitchen bearing huge platters of luscious "vittles".

Harry, we should remark, certainly lived up to his reputation for providing a delicious, well balanced dinner, excellently served.

Now let us take our customary trip around the speakers' table as George Ferguson, Superintendent of Division Three and Master of Ceremonies, introduces them.

J. Stuart Neary, Legal Department; Sam Nock, Secretary-Treasurer; Jess Yarbrough, Auditor; P. B. Harris, Vice President and General Manager; Henry Jordan, Superintendent of Equipment; Bob Pierson, Superintendent of Personnel; Stan Wood, Chief Investigator, Claim Department; T. Y. Dickey, Superintendent of Division Five; Bill Mott, Superintendent of Meter and Mileage; Dan Healy, Chief Instructor; Charley Morse, Superintendent of 16th St. Coach Division, and H. A. Perryman, Superintendent of Schedules and Statistics.

The after-dinner speeches were

more than a bit of entertainment. The laughter and applause which rent the air at frequent intervals probably gave listeners outside the impression that a five ring circus was performing in the banquet room.

Incidentally the date of the banquet happened to be Bob Pierson's birthday and a beautifully adorned cake was presented him by Superintendent Ferguson. Mr. Pierson, taken unawares, was temporarily lost for words but in a short while collected himself and expressed his sincere appreciation. A long, sharp cake knife was handed him and he proceeded to carve it but something went wrong. The cake could not be pierced. Finally Mr. Pierson managed to get the tip of the knife into the center but then found he could not get the knife out. Finally, by putting his full weight on the knife and sawing vigorously the cake yielded a piece and Mr. Pierson discovered that the handsome trimmings and icing were applied over a cardboard form. Mr. Pierson, however, was later given a real cake of the same design.

A minute of silence was observed in memory of Tex Bourland of Division Five who passed away recently. Tex had always been an ardent follower of Lary League activities. On some occasions he umpired but more often he might have been observed leading the rooters for Division Five. He was well known to all players and regarded as one of Lary Ball Park's most beloved characters.

Mrs. Janet McNeill, Publicity Manager, was not present but was given a tremendous applause for the help she gave the Baseball League.

Superintendent T. Y. Dickey and Superintendent Ferguson each took occasion to compliment the boys of

the Coach Division Team for their outstanding sportsmanship in showing up full strength for every game and for their unflinching effort to win despite the fact that they had met defeat in every previous game.

The volleys of applause which followed the remarks of both Superintendents indicated that the entire personnel of the League keenly admired the Coach lads for their remarkable perseverance.

Then came the professional entertainment, a patter, song and dance program by five young ladies from Tommy Jacobs 41 Club. The performance was well rendered and very well received.

Mr. Ferguson then called upon Mr. Neary to present the trophy.

Mr. Neary, in his opening remarks, congratulated the lads of Vernon Yard on winning the championship and added that it seems Vernon Yard team is universally recognized as a splendid organization. Then, turning to the assembly, he congratulated all other teams as good losers but pleaded with them to continue to play to win, as typical Americans playing always with the same spirit that put our country at the top in the recent Olympic Games.

Manager Bert Schaubert of Vernon Yard Team and Captain George Manriquez were asked to come forward and after presenting them with the trophy, each Vernon Yard player was presented with a gold-bronze watch charm, a gift from the Los Angeles Railway Company. President L. B. Meek presented the team with a handsome felt Championship banner and Manager Johnson and Captain Triboulet of Division Three Team who relinquished the trophy on this occasion, came forward and clasped hands of friendship with Manager Schaubert and Captain Manriquez.

The applause which followed was long and deafening.

Finally Mr. Ferguson held up his hand for silence.

"Gentlemen," he asked, smiling broadly, "Did you have a good time?"

"Yes," screamed the hundred and fifty voices.

"Then good night and good luck to you all," replied Mr. Fergy.

Standings by Years

1934	W	L
Division Four	13	3
Division Five	12	4
Division Three	9	6
Coach	7	8
Vernon Yard	3	12
Division One	2	13

In 1934 the LARY League was founded. Division Four won the pennant after a tough battle which ended in a tie with Division Five, requiring a play-off which was won by Division

Four. The pitching of Hank Seivers and Beale was featured throughout the season.

1935	W	L
Division Three	15	2
Virgil Division	12	4
Division One	10	6
Division Five	9	9
Vernon Yard	8	9
Division Four	3	13
Coach	2	16

In 1935 the pennant was won by Division Three after a hot race with the Virgil Division. The pitching of Mel Woodward was the feature of the season. Kinley of Virgil and G. Manriquez of Vernon also pitched good ball.

1936	W	L
Vernon Yard	13	1
Division Three	10	5
Division Four	8	7
Division Five	7	7
Division One	5	9
Coach	0	14

Division One started the season out with a bang but could not stand the strain and dropped out. Vernon Yard lost the first game, then rebuilt their team and they won the pennant with ease. The pitching of Joe Saiza, Woodward, Vance and Beale was outstanding.

Personal Pickups

H. E. Jordan is vacationing at Big Bear.

Charlie Conrad is off on a vacation but the editor is unable to find out his destination.

Frank Shull has returned from his trip to China and Japan and says he is just beginning to get that Oriental smell out of his clothes. One suit he threw overboard on the way back to keep from going Charlie Chan. Otherwise he had a wonderful trip and can give anyone going to take it a lot of pointers.

Bill Snyder is getting along fine but will not be with us for at least another month.

F. W. Mellentin is spending his vacation entertaining his father and mother from Chicago, and showing them a good time.

Mrs. M. F. Ambrose will visit her father and mother in Ogden, Utah, for her vacation.

Bill Morgan of the W.&S. Department just fooled along up the coast to San Francisco on his vacation. He says he kept going until he ran out of bottle tops.

Bud Eaton spent his vacation as per usual on his private yacht with his family.

Charlie Netz is taking his vacation the latter part of this month. He is having a hard time to decide whether

or not to go to the South Seas or just to stay at home.

H. H. (Pete) Peterson is thinking about going on a vacation. Just when and where is still a mystery.

Leland Dye, with his family, vacationed in their new V-8 via the Redwood Highway to Oregon as their destination. This is the first time that Leland has ever been north of San Francisco, although he has been south as far as Santiago, Chili.

G. G. Scott is spending his vacation in Vancouver, British Columbia.

Ed Ramsey is just staying at home.

H. D. Taylor will take his vacation the last of the month and probably spend it building a fence around that new home in Los Feliz Hills.

The Schedule Department lost its rabbit's foot; Guy Campbell broke a foot on his vacation, R. V. Douglas fell off the top of his automobile and W. G. Brooks is sick with a fever he got in Mexico.

L. F. O'Hare is spending his vacation in and about his old haunts in Kansas City. He used to be Division Foreman for the Kansas City Street Railway.

Jim Bodley reports two new employees on the telephone board, Mrs. Helen McCandles and Mrs. Georgie Shapiro.

Dan Johnston spent his vacation at Catalina and nearby points.

T. G. Duvall has gone back to Maryland to visit his mother.

Basketball League

Watch the October issue of Two Bells for full particulars concerning the playing season and schedule of games. Also, the place where the games are to be played. It is impossible to give any definite information regarding our coming season at this time.

There still remains the forming and building of two teams and until this is completed, we cannot proceed any further. Anyone interested in Basketball or wanting any information pertaining to the League may find out about it by calling H. W. Gilmore, President of the League at PR 7211, Station No. 348, or C. G. McCleery, Secretary and Treasurer of the League at Station No. 350.

H. W. GILMORE,

President, Basketball League

"Guilty or not guilty?" asked the Judge sternly of Rastus, charged with chicken stealing.

"Not guilty, Jedge."

"What is your alibi?"

"Alley by which?"

"You heard me. Have you an alibi?"

"You mean de alley by which Ah got away, Jedge?"

Square and Compass Doings

Knock, knock.

Now the next guy who comes knock knocking at the door of your publicity department, is going out on his ear. We hear that the knock knock craze has won many supporters way up there on the eighth floor, with Jack Wilson and Walter Whiteside far in the lead.

With vacation time gradually drawing to a close and the many happy vacationists returning to their respective duties we again make preparations for the re-opening of our Club. New zest and enthusiasm will carry the remaining meetings of this term through in grand order thus marking another year of splendid progress.

The picnic held at North Hollywood Park on Sunday, August 9th was a huge success. Just before noon the crowd began to show up and by one o'clock nearly every table was filled and every one doing the best they could to empty the old dinner basket. Immediately after dinner the ice cream was passed around. Then a good fast game of soft ball, the number of runs and errors were not kept account of as they became too numerous. After a short rest the races were started and everyone got into some kind of race regardless of age. The "Lucky" Nelsons carried home two prizes, and the Ashton family were well represented among the winners. More ice cream was handed out to cool everyone off and then another game of soft ball. Many stayed for an evening meal and drove home in the cool of the evening.

This time it's Raymond B. Smith and not the famous Miss Otis who is in a regretful mood. Smitty sends his regrets for being unable to attend the picnic. Being a scoutmaster, Smitty was with his troop on a trip to Swart-out, California.

Fred Mellentin, the popular governor of the Transit Employees Association, spent a couple of weeks at Camp Baldy and around home.

W. R. Cavett took a three week trip to Victoria, British Columbia. Traveling up highway 99 and back 101 through the red woods with fine weather and beautiful scenery all the way, Bill had the time of his life.

J. Inman is nursing a sore pair of stompers. Lee Tires smile at miles but Jim's won't. Less mileage.

Jim Bodley will spend his vacation in the high Sierras where there is an abundance of hunting and fishing, and where the moon really comes over the mountain.

President William H. Morgan's vacation took him on a 6,000 mile jaunt through the South. Even with plenty of southern fried chicken and good

old southern hospitality, which we hear so much about, Bill could hardly wait for his return to sunny Southern California.

Leslie Sparks and family, with a group of friends, enjoyed two weeks of fishing, swimming, and relaxation from the cares of the day in Catalina waters aboard Les's cruiser the S.S. Flying Fish. Young Stanley gave Dad quite a lesson in angling for the big ones. The quiet of the night was frequently interrupted by Les's rendition of "Red Sails in the Sunset".

Your news-hawk received a post card from Elmer Wood, who is vacationing in Honolulu, Hawaii, and, not being educated to the Hawaiian language, was able to gather but little information except that there seems to be plenty of moonlight, music, and hula dancing in the vicinity of Elmer's little grass shack. The lucky guy!

In closing, here is a "Don't Forget" for you. On the evening of September 26th, at 59th and South Broadway, where you will find the Moneta Masonic Temple, we will feature our annual Ladies' Night. Needless to mention, this is a most entertaining and friendly affair. So bring the "one and only" and join the fun.

HOWARD F. BABB, *Scribe*

Citizen Soldiers



From left to right Motorman H. S. Morrison, Conductor R. B. Means and Motorman E. R. Mathews, all trainmen of Division One on encampment with the National Guards at San Luis Obispo.

The doctor gazed into his patient's eyes. "You say you have trouble with that eye?" he said. "But there's something more. On looking at it I see signs of liver trouble, or anemia, and I fear of chronic nervous affection."

"Look at the other eye, doctor," said the patient. "That is my glass eye."

Studies the Stars

We have many talented people in the LARY family, but it seems they have to go away from home for appreciation.

Recently J. H. McCornack of 16th Street Division was visiting his brother-in-law in Ukiah and the local reporter found Jack's hobby of astronomy so interesting that he rated a first page story.

Says the Redwood Journal:

"The instrument used by Mr. McCornack is unlike most as it comprises his own ingenious adaptations to the principles of Newtonian ten inch reflector telescope. This particular device has come about after a year's planning and experimenting, being built completely of home designed parts.

"The telescope in all outward appearances consists of an approximate 10-foot polished tubular frame resting upon a central axis, and having two drum-like frames, one at each end, the lower one containing a complicated primary lense. The lense in fact is so sensitive as to become spotted only by breathing close to it. At the fore end is the eyepiece which projects into the reflecting field to catch the lense focus.

"The entire instrument weighs about two hundred pounds and has a maximum strength of eight hundred power, which interpreted in everyday language makes the object sufficiently large as to take only four and one-half seconds by the earth's movement to send it across the entire eyepiece. To keep up with this object McCornack has arranged an ingenious method of keeping the object and telescope together by the use of an everyday variety of motor.

"The astronomer, when found by the writer, was entertaining a group of admiring visitors in an adjacent field and stated that in coming to Ukiah he was highly pleased because of the city's good location and clear atmosphere. This condition has made possible successful observations that he had hitherto been unable to get because of extraneous lights caused by neon signs, searchlights, fog, etc., with which he had to contend in his own city.

"Mr. McCornack is a member of the Professional Instrument Makers' Society of Mar Vista."

For Sale

3 lots on 5th Avenue, Lawndale. 50x145. \$250.00 each on terms. Call Station 261.

Bull's-eyes & Misses

The Los Angeles Railway Silver Bullet Team was out of service during August. Several of the boys were away on vacations.

The new membership cards are out, and you can get yours at the Range; see F. M. Montgomery about them.

August 17 was Charter Night; the Charter was presented to us and its meaning made clear. The Charter Membership was closed at the end of the meeting with a paid-up roll call of one hundred. These names will be attached to the Charter in a special frame and hung up at the Range.

The new pins will be out this month. These pins are very distinctive and members may well be proud of them. This month's work will be started to qualify all members so that they may obtain the new qualification bar to go with the new pin.

Sunday, September 13, will be Centinela Springs Revolver Association Day at the Range. Five medals have been donated for the events of this day; five events will take place, all slow fire.

Ladies' individual match 20 rounds any revolver.

Men's individual 38 match Class A 20 rounds.

Men's individual 38 match Class B 20 rounds.

Men's individual 22 match Class A 20 rounds.

Men's individual 22 match Class B 20 rounds.

The second day of each month is Centinela Springs Revolver Association Day at the Range. All members are requested to be there at 10:00 A. M.; bring your friends.

The third Monday of each month is regular meeting night; place Veterans' Hall, Inglewood, Centinela Park; time, 8:00 P. M.

The fourth Sunday is outside competition day at the Range as always.

L. F. SPARKS, *Secretary*

Community Chest

The Fall campaign of the Los Angeles Community Chest for funds to finance the 1937 program of ninety-one welfare and relief agencies will not take place until after the national election, according to a statement issued by the Chest Chairman.

The decision to conduct the campaign two weeks later than usual was prompted by a realization that thousands of Chest team workers will be occupied with political matters during the election. Reports indicate that numerous other Chests throughout the country will not campaign until after election.

LARY Soft Ball

The Los Angeles Railway Mechanical Night Softball team playing in the Major Industrial League is still playing ball in fine style. The tie was played off with Pittsburg Glass, Lary winning with a score of 9 to 3. The game played with Lacy Mfg. for the City Industrial League Championship was won by Lary with a score of 4 to 2 winning the Major Industrial Softball Championship Cup which is to be presented to Bob Pierson.

After several practice games were played at the Belvedere and Manchester Stadiums the team entered the Examiner Trophy tournament. Lary drew a bye in the first round. The second round played August 20th with Mann High School was a spectacular game won by Lary with a score of 5 to 4. The Lary team had a lead of 3 to 0 when Mann tied the score in the fourth inning and was leading Lary by 4 to 3 in the fifth. Lary staged a rally in the sixth and led 5 to 4, holding on to the precious lead to the end of the game.

The game played with Warner Bros. August 24th was also a spectacular game. However it was won by Warner Bros. with a score of 3 to 2. The Railway lads held the score to 2 to 0 for five innings. The Studio boys took the lead in the sixth, 3 to 2. In this game Lockeridge of our team held the opponents to four hits while his teammates gathered three. Losing this game eliminated the Lary team from the Examiner tournament but the boys are all on their toes for the beginning of the All-City Divisional play-off.

The present line-up of the team is as follows: G. Strickland, Manager; G. Oliver, Catcher; Babe Ellis, Catcher; G. Lockeridge, Pitcher; J. Crawford, First Base; G. Faulkner, Second Base; N. Lane, Third Base; R. Hansen, Short Stop; T. Jeffrey, Left Field; F. Ralphs, Center Field; B. Horton, Right Field.

By CHAS. H. HARDY

Appreciation

A letter of appreciation for the courtesy extended and for floral offerings sent to them during the time of their deep sorrow and loss has been received by the Company from the family of the late W. W. Stewart.

The LARY Soft Ball Team has been going strong up to date. We have won ten games and only lost two in the Class A Major League.

The members of the team and myself, as manager, wish to thank our loyal rooters who cheered us to victory at times when defeat seemed almost certain.

We wish to send our most sincere thanks and express our appreciation to Mr. Harris, Mr. Pierson, Mr. Jordan, and the boys of Division One for their efforts in helping us obtain new uniforms and the accessories needed to carry on the ball team.

The games will be posted on the bulletin board hereafter. We hope to see all of you soon.

G. E. STRICKLAND, *Manager.*

Anniversaries

Among employees who have given long time service to the Company and who will celebrate their anniversary of employment in September, are:

W. R. Cavett, Inspector Operating Equipment, who entered the service on September 1, 1894, and C. V. Means, Traffic Manager, who entered the service fifteen days later, September 15, 1894. F. J. Miller, Flagman, came to the Company September 25, 1900; John Collins, Supervisor of Safety, in September, 1901; J. C. Phillips, Watchman, in September, 1901; and Lloyd B. Yeager, Superintendent of Lines, in September, 1903.

Journey's End

Wallace Wilberforce Stewart, of the Special Roll, passed away August 3, 1936. He was born in Bushnell, Illinois, and was employed as Motorman at Division Two, May 23, 1903. He was appointed flagman September 15, 1923, appointed watchman in the Engineering Department January 19, 1925, transferred to flagman June 1, 1930, and placed on the Special Roll October 18, 1935. Mr. Stewart is survived by his widow and two daughters.

Kenneth Leroy Stover, Conductor of Division One, died September 2, 1936. He was born in Giltedge, Montana, and was employed by the Company as a conductor December 1, 1934. Mr. Stover is survived by his wife, mother and father.

Births

Here's a little fellow we almost passed by. Melven LeRoy Mortensen, Jr., was born June 18, 1936. Mother and baby are doing fine and daddy continues to push his bus along Wilshire Boulevard.

* * *

A new son was presented to Conductor and Mrs. W. N. Carl via California Hospital on August 31, 1936. His name is John Winton Carl and he weighed seven pounds and fourteen ounces.

* * *

Another happy event happened on August 31, 1936. A fine little baby boy arrived at the home of Conductor D. J. Weems of Division One. He has been named Donald Franklin Weems.

* * *

Conductor F. L. Jefferson of Division Four is still gushing over the arrival of a winsome little daughter at his home on August 10th. The young lady weighed five pounds and ten ounces and has been named Barbara. Congratulations, F. L.

* * *

Conductor C. L. Smithwick of Division Four also proudly announces the birth of a handsome baby boy at his home on August 18th. The little gentleman weighed eight pounds and twelve ounces. They have named him Stuart Dawson. Best wishes to you and yours, C. L.

* * *

On August 24th there arrived two wee ones to bless the home of Motorman and Mrs. H. M. Truesdell of Division Three, for on that date a boy and a girl were born. Mother and babies are doing nicely, as is also the father.

* * *

Mr. and Mrs. Fred Shaw, Division Five, Mechanical, are the parents of a 6½ pound baby girl born August eleventh. She answers to the name of Barbara Jean. Thanks for the smokes.

* * *

A new boy arrived at the home of Mr. and Mrs. Joe Campbell, Division Four, Mechanical, on August 8th. His name is Colin Byron.

* * *

Another of the Division Four's new daddies is E. E. Johnson, Motorman and Extra Clark. Johnny proudly announced the arrival of a baby boy on September 1, 1936, weighing eight and one-half pounds. At the time Two Bells went to press, Johnny and the Mrs. were still trying to find the best name for the little one. Congratulations to mother and daddy.

News from the Sick Rooms

By R. A. PIERSON
Superintendent of Personnel

During the month of August there were 20 employes confined to the California Hospital, which represents 209 hospital days. The cost of the hospital service was \$1,250.

J. B. Buckley, Conductor, Division One, had the misfortune to fracture a small bone in his foot. He hopes to resume duty soon.

A. Gongol, Watchman, Division One Mechanical Department, has been off for some time on account of rheumatism. The latest report is that he is improving.

C. L. Walinder, Conductor, Division Five, has been sick for about a month. He feels that he is improving slowly.

S. Contreras, Oiler, Way and Structures Department, who has been on the sick list for some time, feels that he is improving.

F. J. DeMott, Motorman, Division Four, who has been sick for the last two months, remains about the same.

H. Gorton, Motorman, Division Five, has been sick since the middle of June. His condition remains about the same.

A. E. Fontaine, Conductor, Division One, seems to be improving according to the doctor's last report. We hope to see him out again in the near future.

H. E. Mickelson, Conductor, Division One, was recently taken to the hospital. He has been suffering with rheumatism and shows very little improvement.

F. W. Reynolds, Conductor, Division Four, remains about the same although the attack of pleurisy which he suffered has subsided.

C. Christophersen, Watchman, Garage, underwent an operation at the California Hospital recently, and is getting along fine. "Chris," as we all know him, meets you with that pleasant smile and a short visit with him is even good tonic for those who are well.

W. H. Snyder, Chief Supervisor, Transportation Department, is still in the hospital when he is not out walking with some of the nurses. Bill has been a very sick man and we are all happy to see him on the road to recovery.

R. C. Young, Conductor, Division Five, who is at the Veterans' Hospital in Sawtelle, remains about the same.

H. J. Bastian, Conductor Division Four, who was taken ill with pneumonia June 23rd, is improving slowly. He was a very sick man and I am sure he realizes that the Medical Plan and Insurance Plan have done a great deal for him during this illness.

S. D. Moody, Conductor, Division Three, who has been on the sick list for the last month, is improving.

J. M. Caviedes, Lineman, Line Department, had the misfortune to fracture his leg on August 9th. He is home from the hospital and getting along very well, but it takes time for broken bones to knit.

T. D. Noteman, Conductor, Division One, is on the sick list with rheumatism. He is beginning to show improvement.

J. B. Ross, Sr., Machinist, Mechanical Department, underwent an operation at the hospital recently. He is getting along fine and will be back on the job soon.

L. C. Hewett, Operator, Coach Division, was operated on at the California Hospital recently. He is now home and improving nicely.

B. Weatherbee, Carpenter's Helper, Way and Structures Department, who has been ill since the middle of July, is improving but it probably will be some time before he is able to resume duty.

E. W. Harrier, Mechanic, Garage, was operated on recently. He is improving and hopes to resume duty soon.

J. L. Penny, Motorman, Division One, who has been on the sick list for several months, remains about the same.

A. C. Stover, Conductor, Division Three, has been on the sick list since August 11th. He is improving and expects to return to work soon.

H. Hansen, Motorman, Division One, has been on the sick list for over a month. He is improving.

J. MacFarlane, Motorman, Division One, who underwent a second operation at the California Hospital recently, is at home and hopes to return to work soon.

A. Miller, Traffic Man, Transportation Department, who has been ill for some time, seems to be improving but is still confined to his home.

O. G. Thompson, Conductor, Division Three, has had a bad case of lumbago. He is improving and hopes to be back on the job soon.

We regret to report the death of one employe during the month of August, but we are glad to report that there were no deaths of wives of employes. The employe who died was covered under our Group Life Insurance Policy.

During the month of August there were 122 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.



Division One

H. N. COLE

Evidently Motorman W. R. Kitson was out late the night before, and the morning after he dressed hurriedly with only one eye open. Anyway, after he started to work, he found that he had put on a pair of socks that were not mates, two distinct colors. By keeping his trousers well down he managed to struggle through a very uncomfortable day.

When Conductor R. W. Guest was presented with a fine eight-pound, twelve-ounce boy a short time ago he wanted his motorman, J. F. Christensen, to hear the glad tidings as quickly as possible. In his haste he forgot there was any such thing as a stop sign but a traffic officer didn't hesitate to remind him of it with the usual method of procedure. Guest handed the officer a cigar and told him about his fine boy. The officer congratulated him and warned him to keep his mind on the road instead of the boy.

Conductor G. P. Bennett was working the "J" Line and was passing out hat checks, when a lady, with a smile on her face that indicated she could take a joke, asked, "What's this for?" Bennett told her it was a chance on the motorman. If she held the lucky number she would win the motorman. The lady gave a glance at George Elder, who was the motorman, and said, "What would I want with a face like that?" and then she tore the check in pieces and threw it away.

Conductor L. Zukoff recently spent a short time in the hospital for a minor operation on his nose and came out in great shape.

Conductor Lee Adkins has returned from a thirty-day vacation and looks fine. He took a few short trips to the beaches and spent a greater portion of the time just taking it easy.

Miss Hilda Goldstrass, our genial stenographer, to whom I owe a debt of gratitude for furnishing so many items of interest for this humble column, is at this writing away on her vacation. She is taking in the Fair at San Diego and will spend the remainder of her time basking in the delights of Catalina. Clerk D. B. Kohl is efficiently filling her place during her absence.

Transfer Clerk E. C. Hickey is leaving on the first of the month on a two-month vacation. He will go by rail to New York and return by water. During his absence Conductor A. J. Brennan will occupy his office.

Conductor and extra clerk C. D. Burnett is building a new home down somewhere beyond Belvedere Gardens.

Safety Operator M. F. Felton took two weeks during the month, which he spent in San Francisco.

Those two pals, Motorman W. E. Schoenbaum and Conductor W. R. Elliott, have returned from a delightful trip to Seattle and other northern cities. They drove up and came back by boat.

Motorman E. Riley spent sixteen days in the High Sierras and came back feeling fine.



This is Norman Cole, 19 year old son of H. N. Cole, your scribe. Norman also attended National Guard Camp at San Luis Obispo.

Motorman W. L. Donaldson was away for three weeks, most of which was spent at Aptos, California.

Conductor A. G. Rex took a little drive up north during the month. He was off nine days.

Motorman G. W. McGehee took nine days off on account of the American Legion Convention in Hollywood.

Safety Operator D. M. Spittler took a week off for deer hunting. No report as to his luck.

Motorman R. R. Youts spent eleven days at Hemet, while Conductor H. Van Doorne took eleven days off just to travel here and there.

Motorman G. M. Katzenberger is taking a twenty-eight day vacation. No information as to where he expected to go.

Conductor G. Frith was off for fifteen days. He took in the big dam and Zion National Park. He says it did rain and rain and rain.

Conductor H. F. Keiser spent six days in Yosemite.

Conductor B. J. Darneille was off seventeen days resting up and going places.

Conductor N. B. Jacobs is away for thirty-nine days. He is traveling East to visit relatives in Nebraska, and then on to Philadelphia.

Conductor A. J. Carhart will be off for twenty-eight days for a trip to Canada.

Motorman T. H. Hunter is spending eighteen days in the High Sierras.

Conductor C. J. Groth is spending eleven days at his old favorite, Newport Beach. Motorman B. R. Parker is off for fifteen days which he will spend around at the beaches.

Received a card from Conductor E. Yohler. He and Mrs. Yohler were at Catalina where they spent fifteen days.

Conductor D. R. Foore also spent nine days at Catalina.

Motorman C. E. Green spent fifteen days at Anaheim Landing, and Conductor A. A. Lithgow was granted a twenty-eight day vacation just to stay home.

Conductor E. R. Tomlin is taking twenty-eight days to travel north. Motorman H. N. Kuiz was off for nine days for a trip to San Diego. Motorman C. S. Kurek spent eight days in Adelanto, Calif.

Conductor N. L. Hoskins spent ten days at Catalina, and Safety Operator L. W. Wilson was at Ocean Beach for nine days.

Motorman B. B. Parvin has returned safely from a trip to Alaska with his wife. He reports a wonderful time.



Division Three

L. VOLNER

It is said that Conductor Jim Hall and Motorman A. D. Kinsey enjoy going barefooted when on their outings, but are more particular about the looks of their toes than a high school girl is of her fingers. If not all ready to shed their shoes, they soon get their toes well manicured and the nails tinted in the latest shades.

Motorman E. M. "Chief" Myers is now on his annual vacation to his old home in Illinois. His good friend and race-horse advisor, Motorman G. R. Chapman, sure takes his absence pretty hard. One would think Mr. Chapman has lost his last friend to see his actions around the Division about four-thirty each morning. Nevertheless, Mr. Chapman says he is keeping everything in shape until the "Chief" returns.

During the last week of August Conductor D. A. Kuykendall spent his vacation fishing in Huntington Lake up near Fresno.

Motorman L. C. Walden and family have returned from enjoyable visits to points in Northern California and Oregon. They spent most of their time along the scenic Redwood Highway. All report an enjoyable vacation.

Motorman P. T. McCusker sends in his letter of resignation. He has decided to stay back in Ohio. We wish him luck in his new venture.

Along about twelve o'clock a bunch of the boys were waiting at Avenue 28 and North Figueroa to make relief. At this same hour the women who are sewing for the W. P. A. at this point change shifts. When Motorman M. S. Danskin arrived on the scene, he noticed a big two-hundred pound colored woman eating an ice cream cone. Mr. Danskin very politely asked for a bite, and the woman, being rather liberal, offered the cone, and the report states Mr. Danskin was afraid not to take a nibble.

The following are taking advantage of the "Good Old Summertime" and are off on vacations:

Motorman R. W. Barnett has gone back to Tennessee for a thirty days vacation.

Motorman R. H. Vick is going to give the State of Kansas the once-over for sixty days.

Motorman M. J. Sherman says California is good enough for him, so he is going to stay around home and take a few side trips.



This cute little scamp is Louis Lee Morris, age 6 months, son of Conductor and Mrs. W. J. "Tex" Morris of Division Three.

Motorman W. O. Watson is enjoying the views in Sequoia National Park for two weeks.

Motorman W. D. White has gone back to Texas for three weeks.

Motorman B. G. Belman will visit relatives in Michigan.

Motorman E. C. Helbling is visiting points in Utah.

Motorman N. J. Eller will spend a week at Catalina.

Motorman John Corsen will visit the High Sierras for thirty days.

Motorman W. A. Clark has taken eight days off to visit the various beaches.

Motorman G. H. Melcher's destination is Chicago, Illinois, where he is going to spend sixty days.

Motorman L. H. Sandford is taking an auto trip to points in Northern California.

Motorman F. O. Leatherbury has gone back to the Ozarks to visit relatives in Joplin, Missouri for two weeks.

Motorman M. L. White, "Publicity Agent for the Car Barn Cafe," is enjoying a rest at home.

Conductor J. M. Wilson visited various mountain resorts during his vacation.

Conductor N. E. Wankier has gone back to his old home in Utah.

Conductor J. M. Ward will visit Huntington Beach for two weeks.

Conductor O. R. Schroeder has gone for a week's visit to Sequoia National Park.

Conductor R. F. Duffey will spend two weeks up near Huntington Lake.

Conductor A. T. Heinz will visit various points in the northern part of the state for two weeks.

Conductor I. E. Gott is spending two weeks in the High Sierras.

Conductor R. G. Monahan is staying home and making a few side trips during his vacation.

Conductor F. J. Matzner will visit relatives in Texas for two weeks.

Conductor F. D. Millican will spend his two weeks' vacation visiting points near San Francisco.

Conductor C. W. Aen is going to stay at home for one week.

Conductor Wayne Gardner will spend thirty days in Chicago, Illinois.

All the above motormen and conductors were accompanied on their trips by their wives and families.

Motorman W. O. Wolf was somewhat

surprised when friends and the much "fought over" Aunt and Uncle arrived last August 14th around 8:30 P. M., but later claimed it was just swell for it was another birthday for him, and how his home was full of cakes, spices and all that's nice. He had no idea of what was coming off.

Motorman W. S. Knight, who was born on the same day and year, but four hours earlier, was the other honored guest, and, as usual, was courteously calling Mr. Wolf son.

Motorman J. Naggie and Conductor "Red" McGown are trying very hard to get a run together. They are great friends, and the boys are wondering what is going to take place, as Mr. Naggie was heard to say to his friend "Red"—"I certainly wish you could cook."



A view of part of the flock of Motorman and Mrs. A. E. Tuffing. Mrs. Tuffing can be seen very plainly in the picture, but by looking very closely you will notice Mr. Tuffing under the shade of the tree. Their ranch is out near Riverside, and Mr. Tuffing has his hours as motorman at Division Three so arranged that he can go out each Sunday and stay until Wednesday morning. Mr. Tuffing says the picture shows what a good wife can do.



Division Four

C. J. KNITTLE

A friend of this column, a few days ago, encountered the scribe in a nearby cafe and asked why it is that in summer months we cram the column with "off-on-leaves" and fail to keep up our usual quota of local news.

That was a hard one to answer, for naturally, we do our best with what we have. In many instances, perhaps, the local funsters are among the vacationists.

The Two Bells news box, to top it off seldom yields any items in the heat of the season and somehow, it seems many a lad who has oftentimes stepped up with "a good one for the paper" has only got time for a "Hi ya, pal!" as he passes by.

We hope that answers the "How come?" in regard to the scarcity of startling news in the good ol' summer time and here is the list of our August vacationists:

Conductor R. E. Carroll spent twenty-three days camping at South Fork, which is along the Santa Ana River about thirty miles above Redlands. Carroll reports the trout fishing was good and, although it rained all but three of the days, he caught from six to twenty-five every day. The last six days of his vacation were spent at San Onofre where he caught about forty pounds of nice surf fish.



The charming little lady is Carol Lynn MacDonald, five and one-half years of age. Carol is the daughter of Motorman H. C. MacDonald of Division Four.

Conductor T. C. Mattfield is spending ninety days leave visiting relatives in the East and in Montreal, Canada.

Motorman R. H. Thomas was granted thirty days leave to go east and bring back a new car.

Motorman C. F. Lindgren spent thirty days leave visiting relatives in Seattle.

Motorman F. G. McMullen was granted a thirty days leave to make a trip to Evanston, Wyoming.

Motorman C. G. Roney is spending a sixty days leave visiting relatives in Wisconsin.

Conductor W. J. Tomlinson has returned from a twenty-one days leave during which he visited his parents in St. Paul, Minnesota.

Conductor J. A. Douglas was given sixteen days leave to motor up-state with his family.

Motorman C. C. Boland was granted thirty days leave to take in the Texas Centennial.

Conductor F. A. Peasley visited his parents in Madera County for twenty-one days.

Conductor A. A. Deucher and Motorman A. Perry went fishing for ten days and averaged one fish per day.

Motorman M. C. Smith is spending a sixty days leave visiting his mother in Georgia.

Conductor W. T. Fletcher spent thirty days visiting his father in Sacramento.

Conductor R. A. Nesselroad is making a trip to Oregon and Washington. He was granted thirty days leave.

Motorman V. C. Prettyman spent ten days fishing and looking for Perry and Deucher.

Motorman O. E. Reed was granted twenty-one days leave to visit in San Francisco.

Motorman C. Lamb visited relatives in Modesto for twenty-one days.

Motorman D. M. Shahan was called east on account of his father's illness. He was granted thirty days leave.

Conductor E. A. Burgess was granted forty-five days leave to make a trip to Washington, D. C. (to get married).

Conductor P. H. Chapman is spending a ninety days leave in Oklahoma taking care of some business and visiting relatives.

Conductor F. W. Seega and Clerk

Frank Ervin spent a fourteen days vacation at Grand Canyon, Bryce Canyon and Boulder Dam.

Conductor H. T. Gollar and wife are on a thirty days fishing trip up north.

Motorman H. A. Renner is visiting relatives in Milwaukee and will go from there to Detroit and buy a new Ford to drive back.

Motorman L. D. Gordon may have set a record for breaking in students these last two months. He had them continuously for fifty-six days.

Foreman B. B. Boyd would probably do a good turn daily if opportunity permitted. A chance presented itself on August 8th when, while driving down Venice Boulevard toward the Division, he observed Motorman C. E. Perego walking across the street at Westmoreland Ave. B. B. stopped and invited him to ride and Perego accepted. At the Division, however, "Perry" discovered he had forgotten his collar and tie. A trainman rushed him back home for the missing apparel and returned him to the Division in time for his run.

Motorman C. E. Cosner was unpleasantly surprised while working his Pico run in the evening of August 19th. An extra motorman boarded the car with orders to relieve him and tell him to report to the Division Clerk. Frank Ervin was on duty in the office and could not tell him what the trouble was. All Frank knew was that Cosner should go home and report to Superintendent Wimberly in the morning. So Cosner, pale faced, trudged wearily homeward and reaching there, paused for many minutes before entering. What should he say? How would Mrs. Cosner take it? In the first place, what had he done that warranted his discharge from the service? Finally, he stepped nervously to the door and knocked. "ZAM!" went the door as some twelve or fifteen couples jumped on his neck to wish him many happy returns of the day. It was Cosner's birthday surprise.



FRED MASON

The boys are still talking about the wonderful time they had at the Baseball Banquet, and folksies, it was a knockout. The eats, music, entertainment and speeches were of the first order, and the Master of Ceremonies, George Ferguson, was, as always, in top form. It goes without saying that the only way to go one better than George is to have two George Fergusons.

We found out at the banquet that Glen Musselwhite is very fond of French bread, or else he hadn't taken on any chow for a week. Glen had his bread plate piled high with bread but made the mistake of turning around and talking too much. He turned just twice and those two flips were enough. His bread plate was as bare as Mother Hubbard's cupboard. Those baseball players sure do acquire long reaches and a banquet is one place where they don't drop 'em.

"Tex" Brown is a great lover of sentimental songs—she was real cute.

Vacations are still the most popular things around here. As fast as the boys come back, others go.

Motorman R. H. T. Liles is off for six weeks and is taking his wife back to his old stomping ground, Naples, North Carolina.

Conductor Charlie McCarthy is off for three weeks and will do his vacationing in and around Los Angeles.

Motorman P. V. Mathews is off for thirty days and is now back in Prescott, Kansas, visiting friends and relatives.

Conductor Herman Schultz is back from a sixteen days trip to Portland, Oregon. While up around Fall Creek, which is about twenty miles from Eugene, Oregon, Herman met one of the old Division Two boys, J. G. Frantz, who has a forty acre farm up there and is doing very well. Mr. Frantz sent his best regards to all the boys and adds that if any of you are up that way, look him up.

The Ryans, D. J., D. W., and D. H., are all back from Heber, Utah, bringing Division Five up to full Ryan strength. Restaurant owners in Heber City report quite a drop in receipts since their departure. D. H. Ryan was the first one to leave here for Heber City, but he wasn't the first to get there. He arrived in Barstow some time during the night and forgot to make that left turn and drove on and on into the night for about one hundred and eighty miles and did not discover his error until he was almost in Arizona.

Back to visit the folks in Elmore, Minnesota, Conductor F. J. Nimz took off thirty days.

Motorman C. A. DeGuire spent a very nice two weeks at Sequoia.

Conductor Ed Moxley is off for three weeks and is vacationing at Lake Tahoe.

Conductor D. B. Keers visited Portland, Oregon, during his two weeks off and had a very enjoyable time.

It must be a little too cool here for Motorman H. B. Marques. He took thirty days off and started out for Montana Hot Springs, Montana.

Motorman George Doerflinger and his family spent a very nice week's vacation at Balboa Beach.

Conductor "Casey" Jones and family are back from Mammoth Lakes, where they spent a pleasant two weeks.

Conductor G. J. Bannister was off for three weeks during which time he tripped on up to Yosemite and got back in time to take in a trip to Catalina Island.

You all know by this time that Motorman "Pinkey" Sanders is back from New York City. He reports having a great time, it being his first trip back there since 1914. He covered quite a lot of territory while there, visiting two brothers in Albany, one brother in Cooper Plains, one in Syracuse, a brother and a sister in Eastern, a brother in Phoenix, and a sister in Maryland.

Motorman Jack Zellers is sure glad to get back from Kansas City, Missouri, where he said it was so hot he couldn't drink a bottle of beer on account of the bottles being so hot. Maybe that's why it's dry back there.

Weddings

Wedding bells rang out for Conductor Bill Langdon, of Division Five, on Au-

gust 18, 1936. Bill was married to Miss Frances Buckner of Los Angeles at the Church of the Sacred Heart. Here's wishing Mr. and Mrs. Langdon on a long, happy married life, and, of course, thanks for the cigars.

* * *

Motorman Andy Sybert brought in the bacon last month. It was a nice little two pointer, weighing ninety pounds, dressed, and was bagged in the Malamo Mountains, Ventura County. Andy said if the deer had been as plentiful as rattlesnakes he would have had much better luck, but he considers himself very lucky in the fact that the rattlers did not get him. However, he is going again shortly and hopes to get the limit.

One of the clerks at the employment agency was a bit of a wit, and he was preparing to gain a laugh at the expense of the next in the line.

"Where were you born?" he asked the man, a Scotchman.

"Glasca," was the reply.

"Glasgow! Whatever for?" continued the funny one.

"I wanted to be near mother," said the other with devastating meekness.

Cop. Hey! What are you doing with that red lamp?

Drunk: I found it. Some fool left it back there where the road was washed out.



F. ARLEIGH FRAZIER

Dave Sanderson of the Curtain Shop fell off his stool and almost wrecked the wall. It didn't hurt him but his head knocked off four boards from the partition between the Curtain Room and the Glazier Room.

Scotty Wilson is thinking of buying a new car but he wants to try out all the different new cars around the shop, one each week end and it simmers down that he will have had the joy of using all the fine cars between now and the time the new models are out.

John (Frog) Bladel has stopped raising chickens for he explains there is too much grief and no money in them. He is now raising frogs for market having a lily pond in his yard and a pair of frogs which, by about four years with good luck, will supply the market with a few super frog legs.

A warning to the shop boys—when going hunting be careful and not have Sam Cohen's bad luck of shooting the horns off of some farmer's cow.

Scotter Rivers is vacationing in Oregon for a most particular reason—salmon fishing. He should catch plenty if he follows instructions as he asked every one he saw for their tricks on the pleasurable sport.

Would like to see George Duffin and J. B. Ross return from their sick leave.

L. W. Ferguson laid off two days to vote for his favorite politician who lost.

Steve Foreman's wife came down to

the Shops one morning about nine A. M. with his lunch and wanted to know why he ran off with the sack of potatoes.

W. Davis laid off to enjoy Big Pine's scenery.

R. Litz went hunting but came home without the proof.

Bob Allen is learning more about Albuquerque, New Mexico.

New men to the Truck Shop: E. Kunkle, J. Doovas, C. Green, R. McManus, O. LaBine and Tom Nolan.

H. C. Smith's mother is with him on his second trip to Washington in his self-shifter. He is of the plucky sort to try another trip in that car.

Al Smith, Joe Snell and C. E. Green went fishing at Catalina and Smith got so sick on the homeward trip that Green had to drive his car home for him. Mrs. Smith served one of his favorite dishes, creamed tuna, for dinner and then Al got sicker.

H. N. Hunt and A. B. Yerkes are the two new men on the list of the Winding Room.

Cecil Canales is away on a trip, destination unknown.

Bob Frampton and his family have returned from the distant "Spa" of Anaheim Landing.

Fred Andrus returned safely home with his family from an extensive trip through Canada and Eastern U. S. A. visiting the Ford plant en route, he says he saw things he thought impossible. Spend a few minutes with him for a bit of interesting as well as illuminating conversation.

Joe Spearing is pretty good at the oars for he arrived under the protecting arm of the Statue of Liberty ahead of time. As you will recall, last month we left him in the middle of the Atlantic rowing toward America.

Minnesota is playing host to L. A. Johnson who is devoting three weeks to a motor trip.

R. C. Haslan, Millman is ill we regret to report.

L. Sheppard, G. W. Prestel, R. Post and N. E. H. Lindberg are new men in the Carpenter Shop replacing men resigned.

W. D. Taylor is another man home ill.

John and Charles Schneider had the sad experience of losing their mother August 22nd. Lee Crump, Paint Shop Foreman, is Mrs. Schneider's son-in-law.



16th Street Coach

CHARLES H. HARDY

Our pal "Lopezito" Griffith is having a swell time at Cleveland, Ohio. Says the money is holding out o.k. but he'll sure welcome the sight of some of his countrymen when he returns to good old Los Angeles.

It seems that someone did a disappearing trick with C. H. Ecton's changer out on the line.

B. Nolan is an early bird. He reports at 4:44 a. m. for a 4:44 p. m. run.

Yah, yah, Dias has a new run on East 9th. Next time the schedule is changed

he will be provided with weeping towels.

Shadow Schunk was quite happy recently when he learned that he was to be off that Sunday. Mr. and Mrs. Schunk loaded up the family car with table linen and picnic utensils and proceeded to Hindenburg Park where they learned that the Transit picnic was dated for the following Sunday. Shadow spent the remainder of the week-end crowned with a memorial floral piece.

Del G. Townsend has been on the sick list since the 3rd of August. Del found it necessary to have his appendix removed but is getting along o.k. at the present time.

Johnny Sherwood is getting all the boys down with his Hollywood sandwiches. Peanut butter and bananas. Hot doggie!

It seems that a dealer is trying to get Barstow to trade his chevy on a new bicycle.

Mama Cat and her little kittens were playing around on the lawn at Wilshire and Vermont one sunny afternoon when Coach 1007 came along piloted by that able bodied Operator, F. E. Epp, and his pal "Leverlip" Barstow hanging on the rear step. Said Mama Cat, "Come children, gather up all your nice little pieces of cheese and we will all get on 1007 and I'll give you your first lesson on the art of catching rats." But the boys saw Mama Cat first and thus two lives were saved as 1007 went west without even slowing down for Vermont.

It is reported that J. Flannery is on a diet of chile con carne.

H. C. Hewett has been sick since the 10th of August. Seems to have the doctors guessing as they haven't been able to completely diagnose his case to date.

Al Hitch is back from a vacation in Oregon and Washington. He did not have any fish stories for us this time.

J. Kresge with his usual generosity lets E. Irvine take his run but not the girls that go with it. Irvine says the run is all right but he has to answer a lot of questions.

Springtime is still with N. Wilkinson and the boys all want to know just when to expect cigars.

It is reported that N. Cooper eats his meals standing since horseback riding. Wonder how the horse feels.

Astrologer Webb claims that the stars point to a lot of hard luck for G. Graham during the month. Graham is getting along fine so far.

It was questioned whether or not Hank Williams enjoyed himself at Catalina.

W. C. Adams resigned to enter the hospital at Sawtelle.

New men entering the service during August were: H. V. Slocum, R. A. Hallander, A. H. Luckey, J. C. Mulder, A. J. Fullan, B. P. Nickolson, J. L. Schnyder, A. G. Gribbling and J. C. Thomas.

Weddings

Fred Shafer slipped again. He married Elidabeth Blomke, August 15, 1936 at Yuma, Arizona.

O. R. Lane, our bachelor friend, finally married his childhood sweetheart, Ella Marga Klaner of Santa Ana, on July 26, at Santa Ana.

GARAGE

L. Van Slyke has left the Garage to further his education. We wish him every success.

G. Oliver returned from his vacation in Arizona and Texas. He also reported good fishing and hunting in Old Mexico where he stayed a while.

Word was received from Elmer Wood formerly of the Garage. Elmer was on vacation in Honolulu where he promptly obtained a Hawaiian dictionary and proceeded to give the girls the same old line in their own language.

Dean Ovard returned from a lengthy vacation spent in the northwestern states. He spent considerable time fishing in Washington. On his return he was decked out in a moustache that scared little children.

Ray Anderson spent his vacation at Gilman Hot Springs where he tried to boil some of the carbon monoxide out of his system.

Roscoe Kirkwood claims that he drove his new car to San Diego and back, and all over the town, on only six gallons of gas. Of course we all know Roscoe.

A burly individual had the misfortune of laying his big hands on our Tom Juris who was peacefully trading in a lumber yard recently. Tom was compelled to lay the fellow out three or four times before he would remain in that horizontal position. Tom was surprised at his own prowess.

We are glad to hear that good old Ed Harrier is rapidly gaining after his operation several weeks ago. A large gall stone was removed through a long incision made on short order.

C. B. Lindsey returned from his vacation at Manhattan Beach where he acquired a fine tan.

'Lil Abner Smith of the Storeroom appropriated a swivel chair recently and was looking for a roll top desk on which to park his number tens when the chair was diverted to its proper destination.

A. Jackson has been wrongly accused of talking to himself. He explained, however, that it was merely his speech trying to catch up with his fast train of thought.

Jimmy Deam returned from a pleasant vacation at Big Bear. Hestor vacationed there also and claims that Jimmy lived almost entirely on Mail Pouch while up there.

It is reported that R. W. Anderson who is decorating his garden with rare and beautiful plants is about to invite the boys to a hot house radish dinner soon.

R. Owens of the Storeroom and W. Gaines of the Wash Rack have terminated their services with the company.

Joe Gentry was almost rammed by a ram on the old homestead recently. Sensing the animal's intentions he quickly turned around and used a sack of barley to absorb the shock.

Babe Ellis returned from a vacation spent with his folks in Eugene, Oregon. He still denies that his trip to San Francisco was a honeymoon excursion or that he was married while up north.

The new faces in the Garage belong to M. Lehman and Gene Boyd from Division Five, also John W. Barkman and John D. Smith from Division Three.

Virgil & Santa Monica Coach



D. S. COBURN



A few days ago Dick Wilson was riding with Dave Sporman on his pull-in trip on Western Ave. line. As they reached Hollywood Blvd. Sporman asked Dick if he had seen the bulletin about employes in civilian clothes not being allowed to ride on Hollywood Blvd. on pull-in trips. Dick said that he hadn't, and went to the rear of the coach and laid down in the seat and made himself as inconspicuous as possible. When the coach reached Santa Monica and Vermont Dick crept cautiously to the front door and thanked Sporman for letting him ride. Dick will probably watch the bulletin board more closely now so that no one will pull a fast one on him again.

Conductor F. B. Guichard has taken a leave of absence to rest up at his new home in Burbank.

Division Superintendent Dave Canning, Dispatcher Srack and Joe Sharpless of the General Office are back to work refreshed after their annual two weeks' vacation.

Fred Belcher has been on the sick list, but is back now and temporarily working as a conductor until able to resume his duties as operator.

Recently Supervisor Terry boarded a coach in charge of a new man. The new operator looked him over carefully and then said "Are you with the Motor Coach Company?"

Operator Johnny Hay has been busily engaged in directing and photographing a movie at Virgil garage. The object of the film is to depict how some of our most common accidents occur, and how to avoid them. The picture will prove to be very educational to everyone interested in cutting down accidents. We are all looking forward to seeing it.

W. R. Beatty our genial Sunset conductor has resigned, having decided to remain in the East where he went while on leave.

Recently Operator Dick Wilson was struck down by a car but was fortunate to escape with only minor injuries and bruises.

Operator Phil Henley is all smiles now and with a real reason for he is the proud owner of a new Oldsmobile sedan.

Operator Harry Reid has finally found time to take a leave of absence, the first, he states, since he started to work for the Company eleven years ago. He plans to make a tour to the eastern states.

Operator H. W. Vincent is preparing to move into his new home which is nearing completion in Terryville, near Burbank.

On the sick list at this time are the following men: L. A. Herbers, J. N. Martin, J. T. Matier and L. S. Hendricks.

Operator G. A. Carline is enroute on a motor trip to Salt Lake City.

C. D. Kuhlman, Cash Receiver, is back

on the job after a very pleasant vacation. Operator L. G. Hubbert is sporting a new De Soto coupe.

MECHANICAL DEPARTMENT

Recently Hank Thompson took a few days off to go deer hunting and in his absence someone tied a flock of tin cans under his Chevrolet coupe. A week after his return the cans were still rattling merrily along, Hank thinking it was the natural sounds coming from the car.



F. F. ROBEY

DIVISION ONE

Earl Skinner recently bought himself a new Chevrolet coupe. Earl can now make those trips to Yucca Valley in class.

Tom and Mrs. Hartley spent their vacation at Balboa swimming, fishing and lying in the sun.

Al Wolpers and family are spending a month's vacation visiting relatives in Missouri.

Al Wutherick recently bought himself a Duck boat. Maybe it will live up to its name and give him a ducking. Al plans to navigate all the Long Beach breakwater. Look out, mermaids!

Watchman Ira Hickox has been granted a forty day leave of absence and has gone back to Iowa to see the folks and friends.

Lena Polee has left the service.

DIVISION TWO

Our General Foreman of Car Houses, W. T. Brown and his wife are high up in the mountains taking a much needed rest.

W. H. Williams, Mechanical Inspector, was on a vacation from August 17th to 24th. He says he had a good time taking in the sights with his oldest son and the new "Chevy."

George Morton and wife have returned from their vacation spent at Long Beach and Catalina Island. George enjoys the Island the most—probably the mermaids or flying fish.

P. W. Brown, who did the best he could for the street inspector during vacation, is now over in Vernon Yard, not on relief but helping the boys to catch up with their work.

L. H. Scudder is a watchman in more than one sense for he not only "punches his clock," but he also watches the high degrees of weather temperature and the calendar to see when his vacation begins.

DIVISION THREE

Boyd Walters spent his vacation touring the Pacific Coast. Some trip, he says.

W. Wickwar is back again after being off several days on account of sickness.

Ted Clark spent his vacation on short trips and getting acquainted at home.

A. Hamburg spent his vacation at Long Beach, while Frank Miller spent his at Ocean Park.

J. Doovas is helping out at the shops for a while.

M. B. Dotson painted his Willys. I guess after getting married he decided to disguise it.



Harry Wescombe of Division Three, Mechanical Department, and son Billy with a 34 pound salmon caught with rod and reel by Harry at Brentwood Bay, Victoria, British Columbia. Yes, it's a real fish. Harry had the evidence: a letter and a silver button from the Chinook Anglers' Club of Victoria. The Chinook Club silver button is awarded for a fish caught weighing over 30 pounds.

DIVISION FOUR

Joe Turnbull, Watchman, is back to work after several weeks absence with an injured leg.

D. A. Pitts has been transferred to Night Repairman. We understand that it won't be long now till the wedding bells will ring for him.

Al Yerkes was recently transferred to South Park and we miss his "knock-knock, who's there" gags.

M. Jackson returned from a thirty day vacation to Canada. He reports a wonderful trip, having covered approximately five thousand miles.

During the ball season last summer, Oris Howard won for himself the title of "swish-swish" because he hit plenty of atmosphere with the bat, but couldn't connect with the ball. In a recent game, imagine his astonishment (and ours too) when he knocked a "three bagger." He is now called the "triple base man."

Earl Newhard returned from a vacation to Oregon sporting a new Dodge coupe.

DIVISION FIVE

"Sergeant" Land now patrols the highway in a '36 Chevy.

"Horse Power" Williams is doing a lot of horse-back riding these days. He said he wanted to get used to a horse just in case he ever ran out of gasoline.

M. L. Graham has been speeding again. Someone bet him a cigar that a Ford V-8 wouldn't go 70 so he tried it out in Hawthorne (of all places) where big bad cops ride fast motorcycles and always get their man.

Question: What did A. Duncan see over on 10 track one afternoon around 3:40?

Well, of all things. Jimmie James went home the other day fully resolved to return Basil Allen's shot-gun that he borrowed a year ago last Christmas, only to discover that his car was out of gas and it was 3 days yet to payday.

Harry Hunt has been transferred back to his old home, South Park. "Soapy" Boen will be the night owl to take his place.

Ed Hess has a good sunburn. He wasn't satisfied with his back burned. He turned over and did a good job while he was at it.

Basil Allen thinks he pulled a fast one by not telling his wife that August 24th would be payday on account of election being on the 25th. He even went so far as to cash the check and carry the money in his greasy overalls.



ELECTRICAL



WALTER WHITESIDE
LINE

On a recent trip to the corner grocery, J. M. Caviedes had the misfortune of being hit by a machine and breaking his leg. At the time of this writing he is progressing as well as can be expected.

J. R. Marshall also had the misfortune of a leg injury while on the job by a tackle scraping it.

Also during the month H. E. Zehner, F. P. Whittle, and W. E. Conway had to take time off for various illnesses.

Billy Yandell and Dick McDevitt, after returning from their vacation recently, got together and talked of the places they had been and what they saw. Billy related all of the sights around San Francisco, the new bridges, the Redwoods, etc., and then finished his conversation with a few remarks about the wonderful gasoline mileage he received. Whereupon Dick related all of his fishing experiences at Redondo Beach and then closed his remarks along these lines, "Well, you know, speaking of gasoline mileage, I left Los Angeles in the morning and arrived in Inglewood that evening. I stayed overnight there and the next morning I proceeded on my trip to Redondo, and the most remarkable thing about it, I did it all on a quart.

Miss Howell of the Line Department office spent her time around Los Angeles and the beaches.

SUBSTATIONS

The sympathy of the department is extended to Henry Neel on the passing of his mother the morning of August 21st. She was 89 years of age.

Gilbert Sherrill, who has always been known as somewhat of a beach hound, spent his vacation making local trips around Los Angeles. Gilbert always claimed that he had one of those skins that did not burn, but you should have seen him when he returned.

W. R. Pollard wanted to see how many places he could visit on his vacation and he sure must have done some traveling as he explored Ensenada, Tia Juana, San Diego, Catalina, and Santa Barbara.

S. Phillips fished, but saw very few fish in the Kern River. We talked to him over the phone so could't see how large the biggest one was.

Gerald Coxe is still looking for a place to put a four way switch in his new home.

Duke Cochran spent a very enjoyable trip in Sequoia National Park, but while there he had the misfortune of losing his Mexican hand-made wallet. He was for-

tunate in that an honest person found it and returned it to him.

Fred Warrington, Superintendent of Substations, reports a non-strenuous vacation pleasure trip through Napa Valley. Fred's definition of a pleasure trip is being dressed like a dude and not doing any fishing.

Sammy Van Den Burg, while working in the pump house at 16th Street Sub, looked out of the window in time to see several large animals coming toward the building. He thought he was perfectly safe, but you should have heard him yell when one gained admittance to the building. Later he was informed that they were only rats who enjoyed eating pumpkins in the yard next door, and were not feasters on human flesh.

Allen Barrett spent a very enjoyable time in the vicinity of Mt. Lassen.

F. U. Allie is seriously considering entering the movies since his participation in the taking of pictures in the High Sierras. He was vacationing at the city playground when a movie company on location was looking for local talent, and he readily consented. Haven't heard if his name will be in lights or not.

H. Winkler enjoyed his vacation by visiting the local beaches. He also took in the boat ride to Catalina.

Introducing to the department, Eugene Brox, the new instrument man.

ELECTRICAL CONSTRUCTION AND BONDING

William Banbury visited the Redwoods and San Francisco. He says the bridge is O.K.

Nels Lane had to postpone his vacation for a while due to the illness of his wife.

The Frank Maloneys know how to solve vacation problems judging from what is taking place now. Mrs. Maloney is enjoying her stay at Glenn Ranch and Frank is working.

For the past month the Electrical Construction gang has been spying on the spirits. That is, they have spent all of that time in Inglewood Cemetery.

Pete Goodas had a very enjoyable vacation between taking trips around Los Angeles and working around the yard. On his first day back to work someone bumped into his truck, which kind of bothered Pete. He is very proud of his accident record as it is one of the best of all the employees.

While Pete was on his vacation, Nick Lacasello was advanced to temporary foreman.

Carl Brown, bond tester, gave the natives of Catalina Island a treat for two weeks when he "wow-ed 'em" with his swimming togs and palm beach suits.

Roger Rees, also of bond testing fame, returned to school to complete his course at Washington State. Before leaving he stated that the Trojans had better watch out.



H. I. SCHAUBERT

Instead of buying a new car, as previously reported, Austin Fleetwood in-

veighed Jimmy Watkins into washing the windshield on the old one and is on his way, with his wife, headed for Tulsa, Oklahoma.

Charlie Shelton went out on opening day of deer season and, as usual, brought back a buck. Bill Bramlett immediately engaged Charlie as guide for a hunt on the following week end. Results not so good. They got no meat, but Bill did manage to get lost.

"Whitey" Chambers and wife have returned from a trip back to the old home in Connecticut.

Frank Bradley took a couple of weeks off to view the wonders of Yosemite.

Bill Rankin traded in an automobile in first-class condition on another machine in fourth-class shape. However, the fourth-class car carried a radio of super-excellence. Bill is a radio hermit now.

Jack Baldwin did a first-class remodeling job on one of the posts in the garage recently.

Charlie Harwood is taking an extra two weeks on his vacation to rest at Gilman's Hot Springs.

Dick Brooks has completed his country estate out in the hills beyond Burbank and has moved out to commune with the coyotes.

Pat Jinks is enjoying all the liberties that go with a month's vacation.

Axel Weberg was forced to take time off recently due to sore eyes. The result of a flash from an electric arc.

Frank South was another of the Track Department boys to get hungry for venison. He claims there is not a buck left in California, but he could furnish doe meat for an army.

The Vernon Ball Team thoroughly enjoyed the banquet tendered the players by the Management and deeply appreciates the praise given them by the speakers for their winning efforts on the ball field.

George Ferguson is no traitor but he did have something to do with Vernon's winning ways. Here is the secret. George furnished Charlie Netz with the money used to buy a case of soda water for the boys every game, and reward home run hitters with a dollar prize.

The crowning event of the season is to be a dance given for the team in the Mexican Village at Vernon Yard on August 29th, at which time the trophy and pennant are to be displayed. This dance was financed from funds donated by the many fans in the Track Department who have loyally supported the team throughout the past season.

Les Sparks, the "so different" mariner, has enlivened his school of experience with several innovations in seamanship. His first novelty was a trip on the high seas without a helm. Next he dredged a new channel across a mud flat with his propeller. Last, (and we all hope his insurance is paid up), he was forced to carry his gasoline in a sponge when the starter teeth on the fly wheel finally wore a hole in the spare gasoline can as he neared Catalina. His assurance of a nervous family who complained during the trip of peculiar noises coming from the engine room proved, however, that he was in control of the situation at all times.