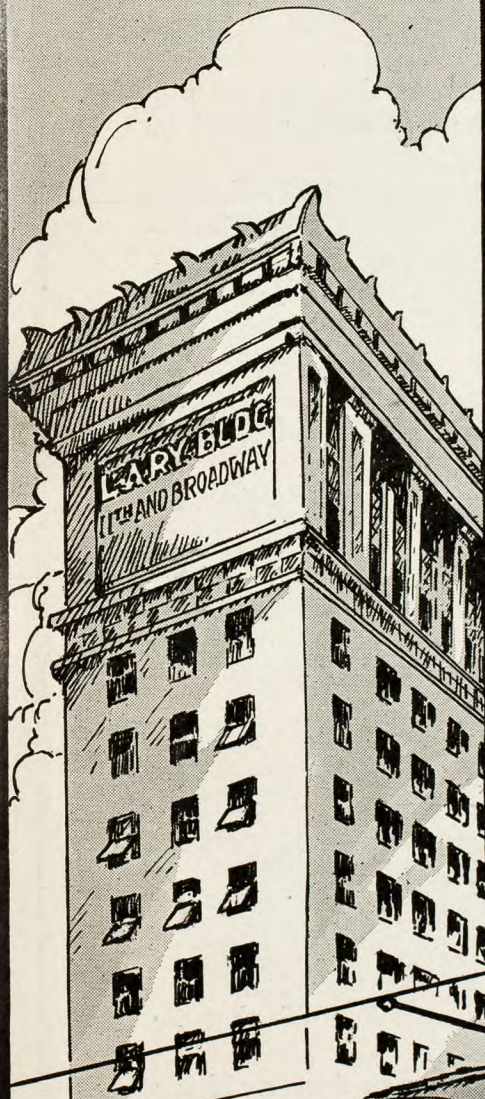


TWO BELLS



Steady or Seasonal?

TO the trainman who considers making a change—ready to “leave the steady old ship,” here is something we want you to ponder over.

Recently we came across an article printed in a house publication of a prominent industry in the East, under the heading “Steady Work Or Seasonal Employment—Which?” and embodied in this article are facts about these two classes of employment. We quote in part:

“The majority of workers in the United States are employed in factories, mills, mines, shops, etc. These men and women are therefore subject to what is termed “seasonal employment.”

“Seasonal employment, while oftentimes brought about by necessity, does not provide for the best welfare of any worker. It means that the pay envelope will be missing so many weeks each year.

“To the majority of working people the loss of a single pay envelope—through ‘seasonal employment,’ is a serious handicap. The butcher, the grocer, the baker—all have to be paid for their goods—employment or no employment.

“Therefore the question of steady work is one in which each and every man should be vitally concerned.

“Many men for personal reasons, are ready and willing to jump at an opportunity to ‘leave the steady old ship’ and take a chance with a craft that has not established itself as being reliable. Reliable in the sense that it provides as much steady employment as do more stable and conservative concerns.

“Many men make this mistake—and there are a lot of them who in the end, find that they have made a fool move. In 70% of the cases, men who leave steady work to try their hand at something new, are usually found, before long, ‘hitting the line’ in the Employment Office of the company for whom they previously worked. . .”

The Los Angeles Railway has now been operating for over thirty years—steadily, day in, day out, week in, week out, rendering service to the traveling public; and providing steady work for thousands of men.

This is a matter for serious contemplation.

Did You Ever Stop To Think

From The Railway Agent

THAT hard times means nothing to a hen?

She just keeps on digging worms and laying eggs regardless of what the newspapers say about conditions.

If the ground is hard, she scratches harder. If it’s dry, she digs deeper. If she strikes a rock she works around it.

But always she digs up worms and turns them into hard-shelled profits as well as tender broilers.

Did you ever see a pessimistic hen? Did you ever know of one starving to death, waiting for worms to dig themselves to the surface? Did you ever hear one cackle because times were hard?

Not on your life. She saves her breath for digging and her cackles for eggs.

TWO BELLS

A Herald of good Cheer and Cooperation.

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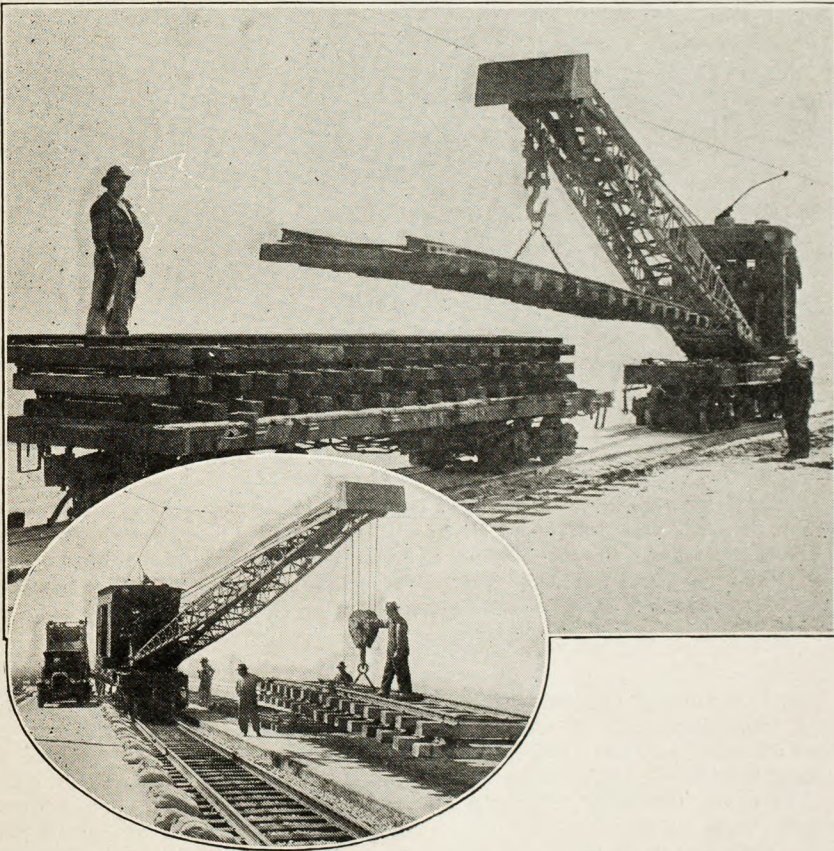
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JANET CONVERSE Publicity Manager
 W. T. SHELFORD Editor

Portable Track Proves Big Asset On Indiana Construction Job

sections can be conveniently carried on flat cars to the site and the lower picture shows how they can be picked up by the crane and carried, two sections at a time, from one location to another, as the necessity arises. It is possible with this method to lay over nine hundred feet of track in half an hour. As soon as the portable turn-outs are installed and cars are operated over the fabricated tracks, work can proceed on the old track uninterrupted. With the use of the electric shovel it is estimated by the Engineering Department that there is a saving in excess of one dollar per foot of single track over the old method.

From all indications the Indiana track job is going to be completed in double quick time—in fact thirty days ahead of the regular schedule. Seventy-two pound rail is being used on this job, replacing the old sixty-pound 4 1/4" rail which was laid several years ago. The new track is rock ballasted, tile drained and concreted. The work extends from Whittier Boulevard to 1st Street.



"The ties that bind" might be an appropriate title for the accompanying photographs which show an absolutely new wrinkle in track work. This experiment is the use of fabricated rails and is being tried out on the Indiana Street job. The idea was conceived by the Engineering Department and worked out at Vernon Yard.

Fabricated, or ready-made tracks, come in thirty-three foot lengths of

70-pound rail with the ties securely fastened with spikes and 5/8" lag screws. The lag screws are driven through holes drilled in the inside flange of the rail, while spikes are used on the outside flange. The tie rods run through pipes cut the width of the gauge to prevent the rails from spreading, and in the center of each section are skew bracings to prevent the rails from creeping.

The top picture shows how these

Attention--Please!

Courtesy and Personal Appearance will be the theme of a series of talks to be given by Chief Instructor Daniel Healy at Division meetings which are to be held during the week of April 29th, commencing at Division One and running consecutively at the various divisions.

There will be three meetings daily—at 10 a.m., 2 and 8 p.m.

It is also planned to have a guest speaker from the Police Department who will have a topic of great interest to the trainmen.

Costly Claims Feature 1928

The report of the Claim Department for the year 1928 presents some startling figures in accidents and settlements, and proves conclusively that the trainmen performed commendable work during the year 1928 in materially reducing the total number of accidents.

A comparison of accidents during the years 1927 and 1928 as given below might prove of interest to many. From these figures it will be seen that several classifications show decreases, particularly the item "Collisions with Automobiles," while others show slight increases:

	Number of Accidents	
	1927	1928
Alighting	1,602	1,708
Boarding	1,917	1,917
Collision of Cars.....	142	135
Collisions with Automobiles	15,134	12,773
Collisions with Other Vehicles	198	142
Collisions with Pedestrians	345	309
Damage to Clothing.....	188	216
Derailment of Cars.....	49	52
Falling in Cars.....	384	451
Falling from Cars.....	57	58
Overhead Blowout	36	---
Span Wire Broken.....	5	---
Split Switch	105	67
Altercations and Ejectments	331	306
Miscellaneous	628	602
Compensation	896	719
Total	22,017	19,455

No doubt many trainmen will gather from the above that the total amount paid in settlements with considerably less than in the year 1927, but such is not the case. It appears that while there were fewer accidents during 1928, some of these were far more costly and of a more serious nature, creating a total of \$366,520.51, against \$257,400.70 in 1927, or an increase of \$109,119.81.

Fellows, here are a few figures to ponder over. What will you establish during the year 1929? Still fewer accidents are desired and if you do have an accident—don't forget the witnesses—they're important.

Coach News

The Beverly Boulevard Motor Coach Line was extended on March 1st to a new western terminus at Beverly and La Cienega Boulevards.

New Coaches

Orders have been placed for four additional Twin Coaches similar to those now in service. These new coaches will be equipped with treadle doors.

Four Raises Witness Ante In March

The Witnesses Per Accident Report for the month of March showed encouraging signs of improvement with Divisions Four, Five and Three raising their ante over the figures established in February.

Division Four again takes the lead for March with 7.84, and Division Five nosed Division Three out of second place with 6.78. Division Three ran third best with 6.67.

Divisions Two and One held their relative positions in the basement and with lower figures for March.

The following is a comparison of relative standings for the months of February and March:

	Feb.	Mar.
Div. 4.....	7.07	7.84
Div. 3.....	6.27	6.78
Div. 5.....	6.25	6.67
Div. 2.....	5.55	4.98
Div. 1.....	5.09	4.32

The total average for all Divisions for March was 6.00 and for February 5.96.

Meet The New Lary Sluggers



Left to right, standing: J. Palmer, 2nd base; H. Lendy, utility; Oscar Lund, pitcher; W. E. Jones, left field; H. Benzel, right field; R. Minasian, 1st base; C. Lock, shortstop. Front row: H. I. Schaubert, pitcher; Ray Shollin, center field; Ray Ernst, 3rd base; J. E. "Tex" Bourland, manager; O. P. Armstrong, captain and catcher; C. R. Fisher, utility, and Byron Lund, mascot.

Hey, hey, another sign of spring! You are gazing upon the swatsmiths of the diamond who have budded forth in their brand new uniforms and who are out every Saturday afternoon at Vernon Yard to massage the horsehide. Just how well they are doing it is well known to the many fans who are turning out to the practice games.

In the first game with Alhambra on March 16th, the Larys suffered a defeat of 8 runs to 5, but on March 23rd, the Larys turned the tables on the Alhambra nine to the tune of 8 runs to 2.

A spectacular game was played on Saturday, March 30th, between the Larys and Whiting-Mead Company. The game started out with all indications of a big leaguer but in the third frame with no score for either side,

Oscar Lund, Lary's famous twirler, pulled a muscle in his right side and was retired. Joe Palmer mounted the hillock, but the Whiting-Mead aggregation knocked him all over the lot and piled up a score of eleven runs, and allowed the Larys only two runs. However, be that as it may, the Larys are doing some serious training and all the time strengthening the weak spots.

The Vernon Yard field is improving with use and with such a combination the many fans may expect some good games to be played in the coming series. Up to the present time nothing definite has been heard from the Athletic Association, although it is expected the games will commence sometime this month.

Four's Toppers To The Fore

To give the top men of Division Four necessitates the taking in of a little more territory, inasmuch as the five top safety operators have to be included in the group.

Several in the photograph are former employes of the Pacific Electric Railway, which bought the old Los Angeles Traction Company years ago.

In the back row we have Safety Operator H. W. Frazier who started with the Company in December, 1909. He came over from Division Two to operate the safety cars. He hails from Nicholasville, Virginia, and was a shipping clerk, farmer and teacher before taking up railroading.

Operator H. A. Cornwell started with the Company in May, 1913, at Division Two. He also came over to Division Four to operate safety cars. He is a native of Pike County, Missouri, and was a machinist and motorman before coming to California.

Operator S. Ashworth started with the Company in October, 1919. He was born in England and gives his trade as grinder. He no doubt feels much at home grinding fare boxes now.

Operator A. O. Swoboda hails from Washington, Minnesota. He started with the Company in March, 1920. He was formerly a carpenter.

Operator A. C. Beck started with the Company in September, 1919. He is a native of England and was formerly a porter.

Motorman I. A. Wardrobe is a native son. He was born in Lodi, California, and started with the Company in July, 1905. He gives his former occupation as car repairer and millwright.

Motorman J. Z. Gascon hails from Montreal, Canada. He started with the Company in January, 1906, from the Pacific Electric Railway and worked in the rolling mills before piloting street cars.

Motorman J. B. Woodland's service dates back to November, 1909. He is a native of Horine, Missouri, and was formerly a farmer and dairy hand.

Motorman A. E. Temple started with the Company in January, 1910. He hails from Clinton County, Michigan, and was formerly a motorman and carpenter.

Motorman C. F. Kirkland started with the Company in March, 1911. He comes from Plano, Iowa, and was formerly a farmer.

Conductor A. A. Goldsmith started with the Company in December, 1904. He hails from Cincinnati, Ohio, where he followed the occupation of motorman and conductor.



Standing, left to right: Safety Operators H. W. Frazier, H. A. Cornwell, S. Ashworth, A. O. Swoboda, A. C. Beck, Motorman I. A. Wardrobe, J. Z. Gascon, J. B. Woodland, A. E. Temple and C. F. Kirkland. Seated: A. A. Goldsmith, H. S. Turner, W. N. Cline, E. T. Smith and W. E. Griffis.

Conductor H. S. Turner hails from Linn County, Missouri. He started with the Company in April, 1905. He used to be a teamster in the early days.

Conductor W. N. Cline was also employed by the Company in April, 1905. He is a native of West Virginia. He has had varied occupations from motorman to lineman.

Conductor E. T. Smith joined the forces in April, 1906. A native of Marion, Maine, and formerly a conductor and teamster.

Conductor W. E. Griffis signed up in September, 1906. He hails from Fountain City, Indiana. He has had experience in railroad circles as brakeman, conductor and clerk.

Motormen Wardrobe, Gascon, Woodland and Temple and Conductors Goldsmith, Turner, Cline, Smith and Griffis came over from the old Traction Company. The dates of employment given are those they held with the Pacific Electric Railway.

M. Duarte Called

The passing of a faithful and conscientious worker is recorded with the death of M. Duarte, who was employed as Toolman and Messenger for the Maintenance of Way Department since March, 1903.

Duarte was born in Senora, Mexico, in May, 1854, and prior to his employment with the Company he put in several years as laborer with the Santa Fe Railroad at Needles, Calif.

He was always held in high esteem by all who knew him, particularly with the Mexican members of the railway family. Death followed a brief illness.

March Complaints Show Increase

The Complaint and Commendation Report for the month of March showed a slight increase in the number of complaints over the report for the previous month. The total for February stood at 175, and for March, 179—an increase of 4.

There was more discourtesy among the trainmen during the month of March as the total of 47 complaints were received against 37 for February.

Fare and Transfer Trouble increased from 47 in February to 52 in March; Starting Too Soon from 9 to 14, and Carrying Passengers Past Stop from 7 to 18.

To offset these increases, Passing Up Passengers decreased from 21 in February to 11 in March; Short Change from 20 to 16 and Miscellaneous from 34 to 21. There were no complaints reported for Dangerous Operation during March, nor were there any for the month of February.

Commendations Increase

Forty-three commendations were received during the month of March, against 34 for the month of February, or an increase of 9.

Division Assignments

To Division One: Motormen F. G. Hobson, L. H. Hawkins, O. F. Maples. To Division Two: Conductor C. E. Townsend. To Division Five: Motorman L. W. Pierce.

Green For Safety

If we had green ink, this item would certainly be dedicated to the Irish of Division One.

Superintendent E. C. (Clancy) Williams heard that all the stores, banks and downtown office buildings would be closed and that Sunday schedules would be operated on the 17th but that was not enough. He let all the Irishmen take the day off to celebrate, with the result that the cars operated 8,851.01 miles without an accident on that day.

However, there was one report as an automobile spoiled what otherwise would have been a clear record by scratching the paint off one of the steps—but why bring that up? It was so small that it does not deserve mention in our columns.

God bless the Irish.



Close-up of the opening pinochle tilt on March 18th, between Divisions One and Two with the former disheartening their hosts by taking four games out of five.

With the Pinochle Derby now well under way, it's going to keep the dopesters busy figuring out just who's who and why.

Up to the time Two Bells went to press, which included the game of April 3rd, Division Two was leading with a good margin over Division One.

In the opening tilt between Divisions One and Two on the latter's home ground on March 18th, the visitors took four games out of five.

On March 20th, Division Four met Division Five and captured the odd game, 3 to 2.

In the contest between Divisions Two and Three on March 22nd, the former Division took the odd game, 3 to 2.

On March 25th, Division Four met Division Five, this time at Division Four, and once again they won the odd game, 3 to 2.

Division One met Division Three on their own ground on March 27th, but Division Three took the odd game away from them in a 3 to 2 tilt.

On March 29th, for the first time in history of any pinochle series, Division Two took five games straight in a contest with Division Four on the latter's home roost.

On April 1st, Division Three went over to Division Five but this time Division Five took the odd game, 3 to 2.

On April 3rd, Division Four went over to Division One and captured the odd game in a 3 to 2 tilt.

The following is the standing of the Divisions as of April 3rd:

	Played	Won	Lost	Per Cent
Division Two	15	9	6	.600
Division One	15	8	7	.533
Division Three	15	7	8	.466
Division Five	15	7	8	.466
Division Four	20	9	11	.450

Meet The Author of "Pro Patria"

A man can do no more than his best,
Be he Poet, Peasant, or King.

But whenever men attain that best,
They make the whole world ring.

So writes Walter Stanley Culver, author of the little booklet of prose and verse, "Pro Patria."

Culver was born in Kent, England, in September, 1887, and has always been a keen athlete in track, football and cricket. In 1908 he was a member of the Crystal Palace Football team.

He came to Los Angeles in the fall of 1909 and started to work as a conductor at Division Two. After two years in the platform service, he was appointed clerk in the Division Office under J. W. Petrie and later under P. V. Mann.

In 1916 he left for England and enlisted in the British Army and saw service in France with the 53rd Squadron of the Royal Flying Corps. He was wounded and during the last year of the war was attached to the staff of the Royal Air Force in London, at the Air Ministry.

After the war, Culver was appointed by the India Office as Superintendent of the Mesopotamia Military Railway with headquarters in Bagdad. On leaving Bagdad for England in 1920, Culver reports that his party had to make the trip to Basra via the Tigris River in a small steamer as the Arabs had torn up the railway tracks. By building small forts every thousand yards along the railway, Culver's men were able to subdue the enemy after many encounters.

He returned to Los Angeles and

platform service in February, 1921, at Division Two. In 1923 he went over to Division One and is at present giving signal bells on the "N" Line.



Like Kipling, Culver became poetical when he was "East of the Suez" and "where there ain't no ten commandments and a man can raise a thirst."

His artistic talent also extends to landscape painting, although he states that his pet hobby is his family. He has dedicated his booklet to his little daughter, Betty.

Ne'er entertain regrets o'er bad decisions of the past; but allow your bad decisions of the past to be your stepping stones and guiding stars in your onward march to mental supremacy.

William F. Beery.

Important Notice

Effective April 21, 1929, when it is necessary for the conductor to pull switch when pulling into the terminal, he must, after passing last stop, close rear gates and notify passengers to leave at the front exit, then leave the car at the front exit himself. Motorman will be held responsible for any step accidents which may occur on this type of car when pulling into the terminal.

On lines where center entrance cars are operated, the conductor, when leaving car to pull switch, will pull the doors together as a means of protection, and the motorman must, before starting car, look back through the car and see that no one has opened the door or is in the act of leaving car. Both members of the crew will be held responsible for any step accidents which may occur on this type of car, when pulling into the terminal.

Mr. Roberts Called Beyond

John S. Roberts, husband of Mabel K. Roberts, passed away at their home, 472 East Avenue 28, on Easter morning, March 31st. Mr. Roberts, while not in robust health, was able to be about and was busy caring for his beloved flowers and garden when he was stricken on the Friday before Easter. Mr. Roberts was well known to employes of the Los Angeles Railway through his wife, Mabel Knight Roberts, who for many years served in the capacity of Secretary to Mr. Kuhrts. Funeral services were held at the Los Angeles Undertaking Parlors on Wednesday, April 3rd, by Rev. D. L. Jenkins. Burial took place at Forest Lawn Cemetery.

The funeral was attended by all of officials of the company and many other employes. The floral offerings were particularly lovely.

Basketball Semi-finals

With a complete reorganization in the Lary Basketball Team of the Motor Coach Division, under the captaincy of A. E. Bell, a formidable array of basketballers has developed which ought to result in the Larys moving up a notch or two.

The following is the standing of the various teams.

	Played	Won	Lost	Per Cent
Gilmore Oil	13	10	3	.761
Pacific Mutual	12	9	3	.750
Santa Fe Ry.	10	7	3	.700
Intl. Harvester	13	9	4	.692
Lary Motor Coach	11	5	6	.455
L. A. Gas & Elec.	12	5	7	.417
L. A. Motor Coach	12	3	9	.250
Foster & Kleiser	12	1	11	.083

Big Track Job To Commence

Within the next thirty days the most costly piece of reconstruction of track will commence on Main Street from 12th to Jefferson, according to a report from the Engineering Department.

In order to facilitate traffic movement as much as possible, the work will be done in sections at the principal cross streets.

One hundred and sixteen pound girder rail will be used with standard equipment.

Knights Go North

Chief Instructor Dan Healy will be in San Francisco April 18th as a member of Drill Corps "A" of Commandery No. 9 in competitive drills held by the Grand Commandery Knights Templar of California.

John H. Sheridan, Superintendent of Employment, Instruction and Safety, will also be in San Francisco on April 16th and 17th attending the Annual Convocation of the Grand Chapter of California as Deputy Grand Lecturer.

Old Timer Passes

Finis is written to a lengthy record of faithful service in platform work with the passing of G. M. Brassington, Information Man, who died March 21st, 1929, after an illness lasting several months.

Brassington was born in Buxton, England, on January 27th, 1855. When but a young man he crossed the Atlantic and came to the United States. He struck out for the Golden West in search of gold and silver at Virginia City, Nevada.

In April, 1891, he came to Los Angeles and started with the old traction company, which is now Division Four. He served continuously as conductor until January 1, 1922, when he was appointed Regular Information Man. He would have completed 38 years of service this month.

Mrs. Brassington Severely Injured

While making funeral arrangements for her husband, Mrs. Brassington was struck down by a speeding motorist while transferring from one street car to another on Vermont Avenue. With her was Flagman A. W. McFarland and a lady friend who was killed instantaneously while Mr. McFarland escaped injury.

Mrs. Brassington has been removed to her home and indications are that she will recover.

"When you come to the end of your rope, tie a knot in it and hang on."

Signs o' Spring



"Hold everything," said Yardmaster H. L. Barden of Division Four as Motorman J. W. Hanchey was about to apply the juice on an "F" pull out. "You get this nice shiny 1929 dash sign with new color scheme 'n' everythin'," and with that he replaced the old black sign with the yellow lettering and gave Motorman Hanchey a sign with black lettering on a yellow background.

Some of the lines are now completely equipped with the new dash signs which give greater visibility as the yellow background of the dash sign matches the color of the car and makes the black figures and letters stand out clearly.

These signs are replacing the old ones as necessity requires.

To Attend C. E. R. A. Annual Meet

The annual meeting of the Joint Committee of the California Electric Railway Association will be held in the Rosslyn Annex on May 9th, 10th and 11th.

Among the committeemen scheduled to be present at the meeting are the following representatives of the Los Angeles Railway: G. B. Anderson, Manager of Transportation; R. B. Hill, Assistant Manager of Transportation; R. A. Pierson, Superintendent of the Discipline and Merit System; J. H. Sheridan, Superintendent of Employment, Instruction and Safety, and Division Superintendents E. C. Williams, T. Y. Dickey, G. E. Ferguson, L. L. Wimberly and E. R. Dye.



BENEFICIARIES

For (1) Conductor W. B. Durbin of Division Five and (32) Motorman M. L. Hersom of Division Three from Mrs. Frank E. Wolfe who commends them for their courtesy and cheerfulness.

For (2) Conductors C. F. Lindop, (6) A. A. Burlingame, (8) J. L. Donnelly, (25) F. Habich, and (28) Motorman T. W. Rasmussen all of Division Two; (46) Motorman E. T. McClendon, (20) Conductor C. N. Denton and (29) Conductor O. B. Timmons of Division Three and (33) L. E. Adkins of Division One from Catherine Van Vleet who highly commends them all for their universal kindness and courtesy.

For (3) Motorman J. H. Roberts of Division Two from M. M. Barnett for his quick thought and action in bringing his car to a stop; thereby averting a serious accident.

For (4) Motorman F. H. Barry of Division One from Eula Anderson who commends him for the smooth and capable manner in which he operates his car.

For (5) Conductor R. G. Monahan of Division Three from Miss Mitchler for the very courteous treatment shown her.

For (7) Conductor R. H. Manning of Division Five from Elliot Fraser who writes in part the following letter: "As a result of an automobile accident service on the "E" Line had been delayed. Conductor Manning asked to use my phone to report the delay. Imagine my pleased surprise when, on his next trip, he stopped and asked to pay for the call. Such an attitude, voluntary as it was, appeals to me very much."

For (9) Conductor E. V. Muckey of Division Four from Miss Frances E. Street for his courtesy in paying her fare when she discovered she was without money.

For (10) Operator J. S. Thornton of the Motor Coach Division from Mrs. Samuel Rosenberg for the courtesy shown her and her aged mother. Mrs. E. B. Latham also commends Operator Thornton for pleasantly coming to her aid and lending her fare when she discovered she had forgotten her purse.

For (11) Conductor M. S. Hempy and (47) Motorman R. E. Barrow both of Division One for the efficient manner in which they ran their car during the recent rain storm.

For (12) Conductor P. M. Brewis of Division Two from E. Klauber for his kindness in lending him fare.

For (13) Conductor L. E. Wirtz of Division Three from Charles J. Shoning for his kindness in signaling the motorman to stop; thereby saving him a two block walk with a heavy typewriter.

For (14) Operator L. Ogle of Division Four from Mrs. Dorothy Dodd for his kindness to older people and foreigners and pleasantness to everyone who boards his car. Also for the safe manner in which he operates his car.

For (15) Motorman H. L. Clayton of Division Five from Mrs. J. H. Gorby who wishes to express her appreciation for his kindness in waiting for her to catch the car.

For (16) Conductor M. H. Grant of Division Four from Freida Peycke who highly commends him for his kind, courteous and altogether gentlemanly manner in dealing with passengers.

For (17) Conductor W. D. Blades of Division Four from J. B. Mackin of Oakland, California, for the kind assistance he rendered in helping her off the car with her invalid aunt.

For (18) Conductor H. L. Borges of Division Five from Mrs. W. O. Bullis for being very courteous and obliging.

For (19) Motorman J. M. McIntyre of Division One from E. Allen White who commends him for being alert and signaling the conductor to wait, on the car he was transferring to, which enabled him and several other passengers to make a train. Mr. White also highly commends (36) Conductor E. J. Marceau of Division Five for the courteous assistance he gave a lady who was apparently ill and his thoughtfulness in providing her with his stool.

For (21) Conductor G. H. Drinkwater of Division Five from Miss E. Jane McLaughlin for the courteous manner in which he answers questions and gives directions.

For (22) Conductor H. E. Ketchum of Division Four from Miss Marie Julseth who compliments him highly and says that he is an asset to the Company.

For (23) Conductor J. Lecornu of Division Three who is commended by Miss L. T. King for his courtesy in giving information.

For (24) Motorman J. A. Burt of Division One from Mrs. B. M. Mumford for the efficient service he rendered and the capable manner in which he handled the car.

For (26) Conductor C. V. McKinney of Division Two from W. R. Reavis for the courteous manner in which he lent him fare.

For (27) Conductor G. H. Dickerson of Division Five who is commended by Mrs. A. Cron for his kindness and patience in assisting an old lady on the car who was loaded down with bundles.

For (30) Conductor H. I. Quinn of

Division Three from Mrs. C. S. Ream for his honesty in returning a bill that a patron had dropped.

For (31) Conductor W. H. Dyson of Division One from Mrs. Martha Norris for the courtesy, kindness and consideration he shows to all passengers.

For (34) Conductor T. J. Little of Division Two from Theodore Berth for his courtesy and for his clear enunciation in calling streets.

For (35) Motorman J. M. Wayne of Division Four Mrs. H. G. Coe for stopping after he had started which made it possible for her to catch the car.

For (37) Operator Freeman of Division Four from Mrs. Estelle B. Wheelock who commends him for the assistance he renders in helping patrons make the correct transfer point.

For (38) Conductor G. N. Anglen of Division Two from Janè Thomas for the courtesy he showed her.

For (39) Motorman F. J. DeMott of Division Two from Mrs. Melva Halderman who states in part, "he took great pains to direct a number of rain-soaked, bewildered women to their right transfer point, and aided them in reaching home."

For (40) Motorman G. Arnold of Division One who is commended by a gentleman who does not want his name published. He states that Motorman Arnold was very kind in helping a blind man off the car and escorting him to the curb.

For (41) Conductor E. V. Athenous of Division Two from William Dublin for his happy combination of quick service and politeness of manner.

For (42) Conductors J. W. Martin and (50) H. A. L. Hull both of Division Five from C. Bayha. Mr. Bayha, who has an injured knee, commends them for their kind assistance in helping him board their cars.

For (43) Motorman F. F. Long of Division One from Mrs. Frank Caldwell who highly commends him for the efficient manner in which he operates his car.

For (44) Motorman A. Brumet of Division Two who is highly commended by Miss Jessie D. Green of Henry, Illinois, who states in part: "I wish to congratulate you in having Motorman Brumet in your employ for his cheerfulness in directing strangers. I have been traveling in Oregon and Washington and in no city have met anyone so willing to direct me."

For (45) Conductor A. McKenzie of Division Four from Nella B. Stewart for his kindness in helping a blind man off the car and assisting him to the curb.

For (48) Motorman A. J. Ecord of Division One from Mr. James Sargeant for his unusual courtesy to a blind man.

For (49) Conductor S. E. Goslee of

Division One who is highly commended by Mrs. Harriet J. Gilliland for the skillful manner in which he managed the crowded car and for keeping his temper during an altercation with a passenger.

For (51) Conductor W. E. Holland of Division One from May Cochran for his courteous and kindly manner.

Omigosh!

In the January issue of Two Bells there appeared a challenge to any Los Angeles Railway bowling team from Captain A. Genn, backed up by Ira Seehorn, H. Taylor, H. Petrie and Fred Mellentin of the Engineering Department.

The challenge was taken up by a team composed of A. C. Mellette, S. Holtz, R. T. Ferrick, E. C. Fleming and S. A. Wood and the contest was played Monday evening, March 11th, at the Broadway Bowling alleys at Manchester and Broadway. When the dust cleared away, A. C. Mellette's team had trimmed their opponents over 200 pins for the three games.

It appears that several ladies were present; this fact completely upset Art Genn's team.



The Fishin' Bug

Gee, the fishin' bug is bitin',
So I hardly sleep at all at night.
About the time I get to dozin'
Shore to dream I got a bite.

Or settin' on the bank watchin'
Bugs an millers when they drop
On the waters ripplin' surface,
See ol' Rainbow's tail kerflop.

Sun a-shin', woods all green
Water clear an breeze jist right
Fish-bugs bitin' somethin' awful
Hardly sleep at all at night.

'Nough to drive a fellow crazy
To think how long he's gotta wait.
Got ol' tackle kit all ready
Goin' first of May you bet.

—Selected.



Mary Watts



A stude got a job in a Michigan lumber camp and was told to attach himself to a cross-cut saw, the other end of which was in charge of an old lumberman.

As the day progressed, the stude weakened steadily, and finally the old soak yelped out:

"Son, I don't mind you ridin' on this here saw, but if it's jest the same to you, I wish you'd keep your feet off the ground."

"CONDUCTOR! Help me off the train."
"Sure."

"You see, I'm stout and I have to get off the train backwards; the porter thinks I'm getting on and gives me a shove on again. I'm five stations past my destination now."

Bride: "Where's the paper plate I gave you under your pie?"
Groom: "Was that a plate? I thought it was the lower crust."

Astronomy Prof.: Name a star with a tail.
Stude: Rin-Tin-Tin.

That's what I call tough luck.
What's that?
I've got a check for forty dollars, and the only man in town that can identify me is the one I owe fifty.

Wife: "Anything new in the papers?"
Husband: "No, only different names."

Peddler: "Is the lady of the house in?"
Mr. Newlywed: "Yes; but there isn't a thing in the wide world we want."
Peddler: "All right, I'll call again when the honeymoon is over."

Salesman: "Who writes the advertisements for your bank?"
Dealer: "I don't know, but I'm sure it's not the same man who makes the loans."

"Willie," said the teacher, "give me three proofs that the world is actually round."
"Yes'm," said Willie. "You say so, the books say so, and ma says so."

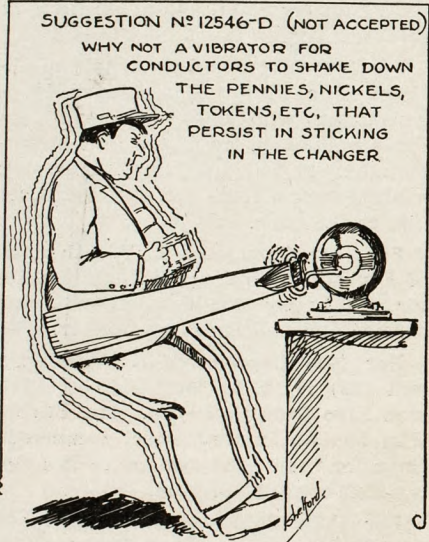
"It is hard for a woman to understand statistics," said a government official to a friend.
"I guess that is so," said the other. "I told my wife the other day that for every passenger, the railways of this country transported two tons of freight, and she wanted to know why the passengers were allowed to carry so much baggage."

A dispatch from Aberdeen, Scotland, says that there will be no change in the pockets of Scotch tweed suits next season.

"I guess we'll make port," remarked the sailor as he threw in another handful of raisins.

Sergeant Major: "What is the strategy of war? Give me an illustration."
Private: "Well, strategy is when you don't let the enemy know you are out of ammunition but keep on firing."

St. Peter was interviewing the fair damsel at the pearly gate. "Did you, while on earth," he asked, "indulge in necking, petting, smoking, drinking or dancing?"
"Never," she replied, emphatically.
"Then why haven't you reported here sooner?" said Peter. "You've been dead a long time."



The other day we got an invitation to a stag party. It read: "The party will begin at 9:00 o'clock."

Man at Theater (to talkative occupant of seat in front): Excuse me but we can't hear a word that's said.
Talkative One (indignantly): It's no business of yours what I'm telling my wife.

A ducky was making an appeal to a gentleman for a donation. The gentleman, knowing him somewhat said: "Why, Sam, you don't mean to tell me you've taken up begging?"
Sam—"Yessah, boss, Ah ain't got no other way to get along."
Why you told me once you had a business,
"Yessah, Ah-all did have a business—a one-hand laundry, but ah done lost my business."
"How did you come to lose it, Sam?"
"Well suh, da way it was, she just up and divo'ced me."

Sport Writer: Is the big colored boy in shape for the fight tonight?"
Trainer: "Yes, suh, boss—he's in de ink of condition."

Pick. "Is Bill a popular boy?"
Wick: "Popular? Say, when he left town thirty girls went back into circulation."

Did you hear the one about the Scotchman who had his daughter marry in the back yard so the chickens could eat the rice?

Judge: "Does the defendant understand what an alibi is?"
The Defendant: "Yassuh! Dat's provin' dat you was at a pra-r-meetin' whar' yo' wasn't, in ordah to show dat you wasn't at a crap-game, whar' yo' was."

Teacher: "Can you tell me, John, where shingles were first used?"
Johnny: "Yes'm, I can, but I'd rather not, ma'm."

"There are two sides to every question," remarked the sage.
"Yes," said the fool, "and there are two sides to a sheet of fly paper, but it makes a big difference to the fly which side he chooses."

Rose's are red,
Pearl's are white;
Saw 'em on the clothes-line
Just the other night.

She: "Go! Leave this house! And never darken my guest towel again!"

Our idea of a contented man is the one, if any, that enjoys the scenery on a detour.
In Chicago a plumber was shot while going to work. The best gunmen, however, scorn to shoot at anything but a moving target.

"Do you know a reliable fortune teller?"
"Well, Dun and Bradstreet are rather good."

Teacher: "What is the 'Order of the Bath'?"
Kid: "Pa first, then ma, then us kids and then the hired girl."

"What brutes you Bolsheviks are," grumbled the doomed one, "to march me through a rain like this."
"How about us?" retorted one of the squad. "We have got to march back."

"Wonder what time it is? I'm invited to a dinner at 6:30 and my watch isn't going."
"Why? Wasn't your watch invited?"

The Romance of The Rail

By E. L. Lewis

Beginning in this issue, E. L. Lewis, Vice-President and General Manager of the Los Angeles Railway Land Company, will have a series of articles describing the transportation business in Los Angeles from its beginning in 1873.

Mr. Lewis has been with the Los Angeles Railway and its predecessors since 1888. He served in the capacity of Assistant Superintendent and later as Superintendent of the lines from 1890 to 1920.

He has some pictures of the early days but would appreciate the loan of any others, especially any of the old Sixth Street Line, the original Central Avenue Line, or the Boyle Heights Line. He is very anxious to get scenes which include employes of the Railway at that time, and of men who are still in the service or who are well known to old timers.

These pictures will be given the best of care and returned in good condition to the owner.—Editor.

Way back in 1873 when Los Angeles was but a small village, an enterprising citizen established a horse-drawn omnibus line operating from Temple and Main Streets on Main to Washington to serve a resort known as Washington Gardens.

Mr. D. V. Waldron was the owner of the corner of Washington and Main Streets where this resort was located, the principal attraction of which was a saloon and beer garden. The tract was afterwards known as Chutes Park. It is recorded that this omnibus line proved a financial success.

The first established railway line with horses as motive power was started the following year. It gave service from Temple and Spring, south to First, west to what is now known as Broadway (then Fort Street), south to Fourth, west to Hill, south to Sixth and west to Figueroa, which was then dignified by the name of Pearl Street.

It was a single track, horse-drawn, narrow gauge railway and was dedicated to public service with a grand flourish on July 1, 1874. The equipment consisted of one horse-drawn car and history fails to state whether the company owned one or two horses. Los Angeles had not as yet thrown off its pueblo habits so street car service stopped at seven o'clock in the evening.

The books of this original railway show a profit of 18% the first month and the second month, 24%. The fare was 10 cents cash, or five slugs for 25 cents. There was a scarcity of small change in circulation out here on the frontier and the street car slugs



Spring Street looking north from 1st Street in 1885. The car in the foreground was operated by Mr. D. L. Craig and in all probability he is the man who is driving. This was the only car owned by the company of this particular type. Mr. Craig left the Company in 1888 and joined the Police Department. He retired as detective after years of service and is still enjoying the best of health.

dropped into general circulation and were received over the counters of places of business.

The promoter and builder of this line was Judge R. M. Widney, who is today an honored citizen of Los Angeles. He is now in his ninety-first year and is still practicing law.

Business on the original line prospered so that within a few months an extension was made—north on Main Street to the Plaza and to what is now North Spring Street. At that time this portion of North Spring was called Main Street, as Main Street north of the Plaza as we know it now, was not then in existence. The extension was routed by way of Main and San Fernando to the Southern Pacific Depot at North Spring and Sotello Streets. Shortly after this extension was completed the railway system was sold to other interests. Two years later an additional extension was completed to North Broadway and Gates Street. It was not recorded that any further extensions were completed until twelve years later, in September, 1888. In that year the south end of the system was extended from Sixth and Figueroa on Figueroa to Ninth, then to Grandview. The car house which had been on the southeast corner of Figueroa where the Gates Hotel now stands was moved to the northwest corner of 9th and Grandview.

(To be continued in next issue)



BIRTHS

The stork delivered three more packages to Division Two employees since the last issue of Two Bells. Conductor C. Vralsted reports the arrival of a little baby girl. On the eighth of last month Conductor A. M. Wood called the office and said, "It's a baby boy, and we're going to call him John Melville. Conductor J. L. Tucker reports that Arlene Joyce and her mother are doing nicely.

We want every one to know that Iva-Jean, weighing eight pounds, makes Motorman E. E. Searl of Division Three a proud papa. Mother and baby doing fine. P.S.—Motorman Geo. Searl is a proud grandpapa.

Division Four reports the birth of a daughter to Conductor and Mrs. W. E. Burke, February 20th. A trifle late but just as interesting. The little lady was named "Mary Katherine."

Also the birth of a son to Conductor and Mrs. R. V. Sparks on March 6th. And they named him "Teddy Richard."

Born to Mr. and Mrs. Nelson Swan, a seven pound baby girl. This meant so much to Bill McGowan, Carpenter, South Park Shops, that he is suffering from chest inflation to such an extent that his front shirt buttons have disappeared.

Appreciation

I wish to express sincere appreciation to my many friends in the Los Angeles Railway for their kind help and sympathy in my recent bereavement over the loss of my beloved husband.

Thank you all for the lovely floral offerings. I want the Auditing Department Quartet to know that they have my heartfelt gratitude for the sweet music they rendered at the services.

Mrs. Mable K. Roberts.
* * * *

I wish to express my sincere appreciation to my many friends of the Los Angeles Railway for the beautiful floral offerings and to the men of Division Three for their kind expressions of sympathy and assistance in the funeral arrangements of my beloved wife.

C. H. Owens.
* * * *

I wish to express to you all my appreciation and thanks for the beautiful flowers and kind thoughts which accompanied them in my bereavement.

Mrs. G. M. Brassington.
* * * *

I gratefully acknowledge and thank my many friends of the Los Angeles Railway for the beautiful floral offerings and words of sympathy on the occasion of the death of my mother.

Herbert F. Safford.
* * * *

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Mr. and Mrs. L. W. Mathis and family.
* * * *

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Mr. F. M. Berry and family.
* * * *

Thanking you for your thoughtful remembrance and sympathy which is greatly appreciated.

Mrs. T. A. Roy.
* * * *

Gratefully acknowledging and thanking you for your kind expression of sympathy.

Conrad C. Ditter.
* * * *

We appreciate deeply your kind thoughts of sympathy expressed with flowers.

Mrs. Elizabeth Bauer and family
G. Bauer, brother.
* * * *

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Mrs. S. Daly and family.



March was quite a month for weddings at Division Three. Conductors O. G. Thompson and P. L. Van Zandt, and Motorman H. P. Moller left the bachelor's ranks.

When Operator J. A. Williams of the Motor Coach Division announced his intention of taking a day off we knew something unusual was happening. He stirred up a pastor, a bride and our congratulations to him as the month's bridegroom. A trip to Riverside sufficed as a honeymoon.

For Sale

Winchester Pump Gun, model 12—12 gauge, full choke, rib barrel, anti-finch recoil pad, new, used only one season. Cost \$59.50, will sell for \$35. L. J. Ryan, 1002 L. A. Railway Building. Call Stations 36 or 66.

Atwater-Kent Radio, model 30, single dial. Six new Cunningham tubes, good condition. \$20. Conductor M. Sasolov, Division One.

Six-Tube Thermodyne Radio, table model, walnut, cabinet, Stromberg-Carlson speaker, Willard wet "A" and "B" batteries, automatic bulb charger, \$40. Operator C. Caper, Division Four.

Thoroughbred Boston Bull Puppies. O. P. Armstrong, Storeroom, South Park Shops, or telephone VE-6003. Puppies can be seen at 1216 West 49th Street.

A Laplander?

Most people lose their laps when they stand up but out at Division One there is a motorman in captivity who ought to be on a vaudeville circuit.

Feminine laughter broke the solemnity of the Superintendent's sanctum as the stenographer read the following report from a supervisor: "Standing on grade with air handle on lap while he pushed auto off track." Superintendent Williams agreed that this motorman must be a contortionist.



Division One

H. N. COLE

It was a dark and stormy night and Motorman George Arnold was on his way home, driving his Essex Sedan. At the foot of the hill at Seventh and Anderson, his battery gave out, making further progress impossible, so he simply buried himself in the downy upholstery of his Sedan and slept the sleep of the just, till morning.

When Motorman H. D. Ortega is operating a street car, he knows his stuff, but he is caught napping sometimes when driving his machine. Several mornings ago he was trying to make a six o'clock shine and at Pico and Vermont he didn't even hesitate until a shrill whistle caused him to draw over to the curb. He received the customary salutation.

All the fellows left the 4:17 car at Seventh and Central except Conductor George Evans, he was under the influence of Morpheus and not until the car had reached Main Street did he open his eyes and realize what it was all about. He didn't miss out, however.

Every evening for the last six months, Motorman C. W. McKellip has watched the extra board to see if he was bumped off and not a bump. There came a night that he didn't look and the following morning a student had his run and some other gentleman had gone out with the run marked up to him. In other words Mac missed out.

Recently the writer had the pleasure of seeing L. C. Morton, formerly a clerk at Division One, now on sick leave. When asked if he ever saw Two Bells his reply was, "Yes, every month—I couldn't get along without it."

Motorman E. W. Knapp has disposed of his home on the east side and bought a beautiful residence at Hoover and Figueroa streets.

To the surprise of everyone, Motorman John Fagin bid in a seven day run on the "R" Line. He has his old Conductor, L. Rasmussen, with him again, and a good team it makes, if anyone should ask.

Motorman F. J. A. Sharon is still on the sick list and has been for several months.

Finishing up his three months vacation, Motorman C. Culver has returned to his old job of fighting his way through the traffic on the front end of a "J" car.

A large case of mumps kept Conductor J. O. McArthur away from his place of business for a week, but he is on the job again and feeling fine.

Conductor C. E. Stevens was indisposed last week and took a few days off to recuperate.

At present Conductors A. C. Nipher and W. F. Kirtland are on the sick list.

An attack of rheumatism is still keeping Motorman-Line Instructor L. G. Nethersole confined to his home. We hope to see him out again soon.

Motorman B. R. Parker is out again after being confined to his home on account of illness.

After an illness covering a period of nearly two years, Motorman J. T. Daly passed away March 20th. He entered the services of the company, at Division One in 1919. His many friends mourn his departure and extend their most sincere sympathy to his family.

As the result of an accident between his machine and a truck, Motorman Frank Bauer passed over the great divide March 20th. He was the father-in-law of Motorman Joe Henschall, and entered the service in 1919. Expressions of sympathy from the boys of Division One are extended to the bereaved family.

Little George, the infant son of Motorman S. Prancevich passed away February first, at the age of one month.



Division Two

H. F. NELSON

Conductor J. W. Godel turned out to be the loser in a wrestling bout with his old flivver. In twisting its tail to put it on its back it kicked and J. W. is now taking life easy with one arm in a sling. He will be unable to resume his duties for about two more weeks.

Several of the boys who have been laid up for some time are improving and drop in at the Division occasionally. Motorman A. T. Munn is now able to get up the stairs in two heats. He has lost about one hundred and twenty pounds and says he is feeling better than he has for years.

Motorman J. A. Bell surprised us all the other day by stepping up to the window and saying hello. He has had a long seige of the flu but is getting along fine.

Charlie Roush stopped in to see if he was needed for an Easter Extra. Wasn't quite ready to resume duty but didn't think it would be much longer before he would be able to give it another whirl.

Conductor R. L. Tobin cut his sixty day leave to thirty and resumed duty the first of the month. He had been in Arizona in search of health, and he must have found the place it comes from for he looked fine.

J. E. "Tex" Bourland is sporting a 1929 Pass for Wrigley Field, but so far has been having quite a time getting off his P. M. Tripper so he can attend the games. He is listed as a "Rooter," and it must be very quiet at the game when he is unable to be there.

Motorman J. P. Miller has turned "Sod Buster." He is located on a ranch near Lancaster and if he runs a ranch in the same manner as he handles his work as a Motorman he will surely succeed. Here's wishing him all kinds of luck.

Sam Millard is no longer at the Olive View Sanitarium. He has moved to the city and is now at a Sanitarium located at 923 Eastman Street. He would appreciate having some of the boys stop in and say hello.

Conductor J. F. Barrier has taken a ninety day leave to visit relatives in Brownsville, Texas.

Conductor C. Vralsted was called suddenly to Billings, Montana, his father having been seriously injured in an auto accident.

Our stenographer, Mrs. Finley, and her daughters Marion and Dorothy spent the Easter week end at San Bernardino. They went up by train as the old flivver has refused to "fliv." It seems that the Division stenographers and autos are poor combinations from the trouble Mrs. Finley and Mrs. Pearce have been having lately.

Motormen M. D. White, T. S. Sloane, J. P. Loving and Conductor J. A. Cordick have resigned to take up other work.

Motorman W. G. Caldwell took a two weeks leave to rest up.

Motorman R. R. McFall is now able to get around with the aid of a pair of crutches and is getting along as well as can be expected under the circumstances.

He made one trip to the Division to let us know that he was up and around. He is in hopes of being able to start working trippers before long.

Conductor W. A. Henslee returned to work the last part of the month. He had spent the previous ninety days in Montana where he was called, due to the illness of his father. He reports that most of the time it was about forty below zero, and that it is great to be back in L. A.

Conductor P. H. Chapman returned to work the first of the month. He spent ninety days in Colorado resting up and is now rarin' to go.

Conductor H. A. "Red" Hennes is Official Scorekeeper for Division Two during the pinochle tournament. He has had so much experience that he was unanimously elected. So far he has made no serious mistakes and it is hoped that he will live up to his reputation as a scorekeeper.

Conductor C. E. Moore was called suddenly to Canada due to the serious condition of his father.

Being perfectly satisfied with California, A. W. Nelson has taken a sixty day leave and is returning to Minneapolis, where he will spend some time and then return with his family to settle in L. A.

Superintendent T. Y. Dickey burst forth a few weeks ago with a new Graham-Paige Sedan and its some car,—if you don't believe it, ask T. Y.



Division Three

L. VOLNER

The first game of the Pinochle Tournament played at this Division, Friday evening, March 22nd, resulted in the defeat of Division Three's well known champions. It is reported that Motorman Young and Kirk, seeking to brush up on the fine points of the game, visited at the home of Motorman Blanks, and again they were vanquished by Mr. Blanks and his wife, three straight. Young, however, claims that they both were over trained on account of eating too many biscuits and several other tempting dishes prepared by Mrs. Blanks.

Conductor H. H. Farnsworth has resigned to accept a position with the city. He will be stationed out near Van Nuys.

Have you noticed how much better the yard looks, as well as being more accessible since the "No Parking" signs have been placed?

Several of our conductors are making collections of foreign tokens. Clifford C. Coates has the largest number yet reported—seventy-two.

A man and woman with three children, large enough to pay fare, boarded Conductor W. R. Hobby's car, and the man asked Mr. Hobby how much for the bunch. Mr. Hobby replied: "It would be cheaper for you to buy tokens." Well, says the man, "give me a dime's worth."

Motorman A. Johnson was called to Calgary, Canada, by a message, announcing the sudden death of a sister-in-law.

Conductor G. T. Harrison has resigned to join the army of Ford employees.

Our affable janitor, P. Prewitt, was called to St. Louis, Missouri, the latter part of the month by a message, stating that his mother was seriously ill. A letter

received states that his mother passed away a day after he arrived. The boys of Division Three extend sympathy to him in his bereavement.

Conductor Jarvis Phillips, accompanied by his wife, spent a week in San Francisco the latter part of the month.

An extended leave has been granted Motorman J. B. Kaiser to visit relatives north of Fresno.

Conductor M. M. Warren asked for sixty days' leave, beginning March 1st, to visit his old home in Alabama. However, the spring floods in that section caused him to change his mind. He returned to duty on the 25th.

Being a former semi-professional ball player, Motorman C. R. Wise would like to play in the Shop team, or, better still, to organize a Division team.

Did you see our popular motorman, F. C. "Kelley" Cimmino on Sunday, March 17th? Mr. Cimmino was sporting a shamrock as large as a Kansas sunflower.

Having forgotten his lunch Conductor I. L. Loverin stopped at nearly every meat market and delicatessen on Brooklyn Avenue trying to buy some ham. Finally his motorman, wondering what was wrong, and on being told by Mr. Loverin that he was trying to buy some ham, the motorman told him the section he was in!

Conductor Geo. W. Dilts as called to Utah on account of the serious illness of his father.

Our sympathy is extended to Motorman C. H. Owens on the death of his wife who passed away, March 28th. Funeral services were held in the Church of the Angels at Forest Lawn. Trainmen of this Division acted as pallbearers.



Division Four

C. J. KNITTLE

Hello, gang. To begin with, it is our pleasure to announce that Conductor G. S. Mattern's name will appear on the May 7th ballot for councilman of the Tenth District. Mr. Mattern, a thirty-second degree Mason and life member of Al Malaikah Shrine, entered the platform service here in May, 1903, and resigned in August, 1919, to enter government service but returned to the cars in April, 1920. Over eight hundred and fifty voting residents of the Tenth District signed the petition that put G. S. in the councilmanic race. To this display of faith is added the support and good wishes of his many friends.

On March 2nd, Motorman L. D. Champion went on sick leave to undergo an operation. Five days later our good friend Harry Travis who sells that famous "five-way protection" sat figuring how long such operations generally lay up a man when who should come in to report for duty but the tall Texas controller twister himself.

Safety Operator C. Crome has added a new Essex to his worldly goods. A couple of new Fords are also gracing the landscape around the division and Safety Operator E. C. Blodgett skims the high-

ways in a new Studebaker President. (That's a good car, too.)

On March 2, 1880, a handsome boy was born in Nebraska. On March 2, 1928, a handsome baby girl was born in Los Angeles. It happens this boy was L. B. Dundas, now a prominent motorman, and the girl is his granddaughter. The two are now fifty years old, forty-nine and one respectively. Ice cream and cake were served by the baby's mother.

The sincere sympathy of his many friends is extended to Conductor C. C. Ditter whose wife passed away March 7th, an hour after the birth of a sweet baby girl. Though stricken with grief at the very sad climax of a happily anticipated event, Conductor Ditter is somewhat consoled to know the baby will be given the loving care of Mrs. Ditter's mother. She has been named Shirley Mae.

Motorman C. W. Allen, local pinochle wizard, is credited with carrying off the booby prize at a bridge party recently. The trophy, a "sailors' pin cushion," was sold to Conductor Willie Green.

Conductor L. E. Sherwood broke all token sale records March 14th when he sold twenty-one and a half rolls. Conductor F. M. Boyd reports selling five dollars worth to an "I" Line patron.

Motorman Fred Lehman who has been on the sick list since March 3rd, left for Arizona to build up his health.

Our good friend, Mike Michels, visited us looking fine and happy. Mike is still with P. J. Flaherty, well known clock inspector, and is managing the Division Two store located at 5242 Avalon Boulevard.

And now we are confronted with the startling news that Motorman Ed Smith has reduced to three hundred and eight pounds. Yea, bo, a mere shadow. A very confidential friend informs us Ed is considering a contract with Singer's Midgets, doubling for the fourth elephant.

A pair of large white mice, turned in March 13th by Conductor R. E. Carroll for the Lost Article Department added nothing to the peace and happiness of our stenographer, Mrs. Esther Pearce.

A Pico Line patron handed Motorman Tom Speed a well wrapped present early in the morning, March 13th. Unable to open it at the moment, Speed thanked the passenger very graciously. At Rimpau terminal he picked it up, removed the wrapping nervously, and discovered it contained a large tin can. He yanked the lid off and imagine his embarrassment when he found himself gazing at two fat bullfrogs.

The death of Mr. G. M. Brassington, Information Man at 5th and Hill, was a shock to his many Division Four friends. Adding to the sorrow of those who knew him, Mrs. Brassington and a lady friend were struck down by an auto at Santa Barbara and Vermont, March 22nd, the day before the funeral. Her companion was killed instantly and Mrs. Brassington was seriously injured.

Motorman W. H. Wisdom who has been laid up with the flu since March 1st, was still on the sick list at the time of this writing.

Motorman L. B. Dundas returned to duty March 9th, after being laid up twelve days with flu.

A lady getting off "P" car at 6th and Broadway to her little boy whom she is leaving on car with lady friend: "Good bye, Robert, be a good boy."

Robert: "Yes, mamma. You be a good girl."

Our sympathies are extended to Motorman J. W. Hanchey, whose mother, Mrs. Louise Hanchey, passed away Friday, March 22nd, at the age of 83 years.

We will now turn the microphone over to our good friend, Freddy Mason, chief pelican of the sea gull's roost, for further announcements.



FRED MASON

Great weather, boys, for fishing and it looks and sounds like a party brewing. Switchman Bill Stoll is raring to go, so get out the old fishing tackle, get together and go out and get 'em.

Clerk "Baldy" DeMuth dropped in to see us last week, sporting a couple of walking sticks to help him get around. "Baldy" has been off almost a couple of months now with rheumatism and we all hope that he will soon be well enough to get back on the job again.

Our Assistant Mechanical Foreman P. G. Macqualter is sporting a brand new pair of overalls with a trick entrance and exit—the kind you just reach for a little tab at the top, pull down and you're out. And they sure work fine. Mac was working on a car around the front step and went to crawl up on the car when the little tab, which means so much, caught in the step and worked perfectly. He stepped out of his overalls onto the car, and it was a case of "believe me or believe me not, I've caught a street car."

Conductor W. E. Clinkenbeard has resigned and is going to work for the Matson Navigation Company on a liner running between San Francisco and Australia. We all wish him the best of luck.

Motorman Earl Downing and Conductor Bill Langdon took one of their periodical hunting trips a couple of weeks back in quest of rabbits. After driving through the cold, cold snow for a couple of hours and covering about one hundred miles they came back with one. It was in the middle of the road and couldn't get out of the deep snow so Earl ran over it and Bill got out and picked it up. They came back cold but happy.

Conductor Leonard Boatman, who has been on a leave of absence while putting in his probationary period on the Los Angeles Fire Department, has resigned. He has received his permanent appointment, and is stationed at Venice. His many friends at this division wish him the best of luck.

From the smiles and happy looks on the face of Motorman A. H. Popst, we feel that something good is about to happen. We hope in our next issue to give you the real dope.

Motorman H. A. Reeves is off on a sixty day leave of absence on account of his health. He is staying at Palmdale, California, and writes from there saying that he is getting along fine. We all wish

him a speedy recovery and hope to see him back on the job soon.

Conductor Floyd Snowden has been granted ninety days leave of absence to try out on the Los Angeles Police Department.

With the Pinochle Tournament well under way we find ourselves in about the same position as last year. Our start was not any too good, but watch our finish.

Motorman H. Underhill is still on the sick list. He has been off over a couple of months due to an injury to his back, which he received while on duty. We sincerely hope that it won't be long now before he's back on the job.

Motorman Mike Tobin is another one of the sick boys who has been off quite a while now, and we hope it won't be long before he's up and around again, winding 'er up.

Merdie Rhodes, our dusky janitor, had a swell chance of getting buried alive just recently, but he didn't care much about it. He had just gotten home and was having his dinner when the door bell rang. Merdie answered the door and peered into the face of a tall dark gentleman and at the curb stood the dead wagon. Merdie asked his visitor what he wanted and he replied that he had called for the body of the late Merdie Rhodes. Merdie said, "What you all mean, mister, I'se not late, and I'se got a long, long time to go befoh I can't percerlate early." Some practical joker had called up the undertaker and told him to pick up Merdie's remains.

Motorman L. Lewis has transferred over to Division Two, having traded seniority with Motorman L. L. Leasman of that Division.

Among the new faces coming to this Division we find a couple of new-old ones, namely, George Emerson and Clarence Townsend. Glad to see you back again, boys.



JACK BAILEY

March 16th recorded the initial ball game for the Lary sluggers. The result was an 8 to 5 victory for the Alhambra City Team. This was the best thing that could have happened to the Lary Nine. It showed up their weak spots and resulted in shifting some of the players. This turned the trick for in a return match on March 23rd the boys showed the fans some sprinting as they pounded out an 8 to 2 victory over Alhambra. Captain O. P. Armstrong announces that the City Association League will soon be completed and some very interesting games will be played off at Vernon Yard every Saturday afternoon.

H. L. Turner, chief pugilist of the calculator in the Master Mechanic's Office, is back on the job after returning from a very interesting trip up North.

Robert Adams, of the Polishing Room, wishes to express his thanks and appre-

ciations to the officials and co-workers for their kind consideration and help rendered him and his wife during his recent disablement. Bob is back on the job now and both legs are getting much stronger. He says he is not going to want his flowers for a long while yet.

Lee Crump, Assistant Foreman of the Paint Shop, is looking rather thin of late. Suspicions led to an investigation and we learned that one time festive edibles that Mr. Crump once sat on his lunch table had dwindled to a mere sandwich and a bottle of milk. The reason for this diet was to save fifteen cents on each lunch which would enable him to make a big bet on the big horse race at Tia Juana. Poor Mr. Crump, his diet was in vain.

Painter O. H. Kirchhoff is on an extended leave of absence from his duties to settle up some business back in Illinois.

Painter F. Chiappatta answers on the Paint Shop sick list.

We have just found out why Andy Mier, Clerk in the Electrical Department, has been working so steadily lately. He appeared at the ball game March 16th in a brand new Ford.

A painfully injured finger was the misfortune of Electrician Al Schoonover. He was off duty Saturday, March 23rd, nursing the injured member. We are not sure what finger it was and Al can't seem to remember either.

Lost, strayed or stolen, one Chevrolet, return to M. Weller of the Winding Room. No questions asked.

Sid Ormston, of the Electrical Repair Department, was at home a few days nursing a sick nose. Sid is getting his "beezer" in shape to make the Los Angeles Railway Baseball Squad, and how!

J. Hayes, of the Winding Room, is back from a two months visit to Pittsburgh, Pennsylvania. On account of the extremely cold weather he encountered there, he says he has not thawed out yet.

The Carpenter Shop has two good men temporarily stationed at the Garage doing some wood carving. L. Brown and T. Frew are the very much missed boys.

We are very pleased to report the return of Thomas Maguire, of the Curtain Department, who has been ill. He is now feeling improved and well on his way to recovery.

Harry Longway, Foreman of the Truck Shops, is confined at his home with the flu. B. M. Cinnamon, his right hand clerk, has just returned to work also having had an attack of flu.

M. Christiansen is back on the job doing some hard work in the Truck Shop, as he has just been relieved of his watchman's job by Andy Horn, who has been on the sick list.

Charles Smith of the Truck Shop is back on the job after spending several weeks at home with the flu. George Sleppy, of the same department, is confined at his home with the flu.

Many friends of our one time employe, Kenneth Hitchens, will not be surprised to hear that he has ventured out on the good ship "Matrimony."

By the time this issue of Two Bells is thoroughly read and digested some of us will be planning our summer vacations. Don't forget your scribe, he will be interested in your trip.



Motor Coach Division

HARRY NORDMARK

Life is truly worth living when an Operator can relax, and listen to a melody or song floating in from the new Majestic Radio that the Coach division now boasts. You can rest assured that the radio is a permanent fixture at the Coach quarters and incidentally, there are no benches to be reserved. The boys like it, and how.

Extra! Supervisor M. Chamberlain was shot in the face by a girl at Figueroa and Manchester Streets. With what? Ask him about this novel experience and how he still lives to tell the tale.

Belle Fourche sounds like Paris. Anyway, W. A. Pierson's thirty day leave is going to be spent there mostly at the side of sick parents. This French town is in Montana.

The City Playground Department offered W. P. Foster a position and he accepted, mayhap to manage a basketball squad. We don't know. Anyway we are sorry to see him go.

The new basketball manager to succeed Foster is A. E. Bell and we think the revised team will annex new honors under his capable regency.

Was it a romantic southern moon or the memory of soulful eyes that caused A. E. Bell to head his coach out for an extra trip on Vermont when he was due to pull in. Maybe it was a lapse of memory. Who knows?

Operator H. R. Menard's parents are sick in Springfield, Mass., necessitating his return and a thirty day leave of absence.

Confident that the desert heat will cure that sick and tired feeling, A. J. Peterson will spend his thirty day leave in that vicinity.

W. F. Weber who recently resigned after 21 months service announces his debut in the radio business. He will greatly appreciate any trade from the boys and can be reached evenings at Hollywood 1540.

We suspect Al Rohrbeck of something or other now that the Division is short a bottle of polish. He was rather embarrassed when someone yelled, "Cops," while he was dyeing his leather goods, for he promptly let go of the "bottle" and it's contents dumped all over the floor. Maybe he was pondering over the new Jones law.

Garage

The distracting peal of the street car bell on Earl Hansen's Model "Z" Ford will no longer echo along the Sunday thronged boulevards. Egad, the Lizzie weeps at home while a shining Chrysler bears her master before the admiring gaze of fair damsels whom he keeps at a distance with the aid of a trusty club.

A new day for A. Seyferth was entirely ruined when he "slipped and go plop" on the pit stairs. Down came tools, Andrew and all. His injuries were limited to bruised ribs and a bruised pay check due to several days on the idle list.

Miss Emerson brought all the store room fixtures except Ed and Holmes when

she moved to our office, after being routed out by the construction gang who were remodeling the Store Department.

One day the boys thought a flock of blackbirds had sneaked past the watchmen and were invading the yard. The blackbirds which filled the air turned out to be burned remnants of canvas which drifted down from the Auto Show fire.

It is interesting to note that among the distinguished characters at the Garage we have, Doyle Rishel, member of a bowling team that captured a Y. M. C. A. trophy recently and E. Holz, member of the famed L. A. Railway team. There is no doubt in our minds but what these two outstanding performers are the cream of the teams.

Beyond a doubt, George Riggs is a talented horseman, but the rumor is that the manager of Fox Hills Country Club took out extra insurance on the horses when he learned of Riggs' intention to make riding a hobby.

We knew Dean Ovard would get his throat cut if he kept on. You may have noticed that he was missing for several days after the doctor trimmed out his tonsils.

Had it not been for the eagle eye of Watchman, Sam Johnson, when a lone policeman was marking our tires on 16th Street, just think of the meals that would have been skipped to pay for traffic tags.

Joe Birch's discursive nature has again led him from the garage fold. We regret the fact more than ordinary as it was mostly due to his efforts that the new Gasifier, eliminating motor gasing, was successfully developed and proved. However, his character alone is the type that we are reluctant to lose.

Correcting a former item—On the new mezzanine floor we have the information that the Store Department will occupy both it and the main floor. The Store Department office has been moved to the mezzanine floor. Shortage of space necessitated the addition.

The auto thieves operating on 16th Steet appropriated F. Bruner's car via the installment plan. The first night they removed an accessory and the next night, when Bruner moved the car closer to the gate so he could watch it, they added insult to injury by removing the entire car.



Mechanical Divisions

H. K. CONACHER

Division One

E. J. Miller, Storekeeper, after looking at all makes of cars from a Rolls Royce on down the line, has purchased a new Ford roadster.

A. H. Wutherick has been appointed Inspector, replacing G. A. Smith who was promoted to second Groupman. We wish both of these boys the best of luck.

R. Martin went on a hunting trip last Sunday and brought back some very nice rabbits.

Harry Ogden is the new man on the night shift. We are very glad to have you with us Harry.

G. Atkins, Assistant Night Foreman,

has a new method of bagging rabbits—he falls on them.

J. Bradley, Assistant Day Foreman, who has been suffering from a bad case of rheumatism, is improving slowly.

Division Two

H. Hunt reports a fine trip to Riverside, Beaumont and Banning last Sunday in his new Ford coupe.

Jerry Lyons says they didn't make "whoopee" when he was a young fellow, they raised it, but they didn't call it "whoopee."

Despite "Doc" Robey's efforts to keep the overhead down at Division Two, the Line Department took steps to keep it up by overhauling all of the overhead wiring at each end of the car house.

"Scotty" Carmichael has just turned in his old radio on a new Majestic High Boy. Some class to "Scotty."

Dan Yates is very busy these days building a few chicken coops. Bring on the fresh eggs, Dan.

Anyone who has any alibis to offer for violation of traffic laws, see Leland Lee, he has run out of good ones.

Since there is a time and a place for everything, we can't think of a better time or place for a broken axle than on some private right of way along about one o'clock on a Saturday afternoon. Ask "Doc" or Harold.

Jack Shelton was off for a few days suffering from a bad case of neuritis in his left arm. We all are glad to see you back, Jack.

Mrs. Morriss, wife of Leo Morriss, has been very sick and we take this opportunity to wish her a very speedy recovery.

Our latest aspirant to DX laurels is T. S. Hartley, who has purchased a new radio.

C. G. Keys left the service of the Company on the fifteenth of last month to enter school, where he will study aeronautical engineering. Good luck "Shorty."

While hurrying to work one morning last month "Doc" Robey's trusty old Ford sprung a bad radiator leak and threatened to flood the streets of Bell. An obliging box lunch girl came to the rescue by stopping the leak with her chewing gum thereby preventing a "Pull In Failure" and making it possible for "Doc" to steam in on time.

The latest to be accepted into the exclusive Four Hundred Class is none other than A. Dorazio who has purchased a new standard six Nash sedan.

J. Twyman, Watchman, awakened one night recently and thinking he was late, dashed madly over to the car house to relieve the night watchman, who assured him that he was not late, but quite early as it was only one o'clock and not six o'clock.

L. Catello has given his Dodge a light "C Inspection," he bought a new set of headlight globes.

W. T. Brown, General Foreman of Car Houses, and H. K. Conacher paid a visit last month to L. Martin, who is at present on sick leave and found him to be improving very slowly. He is located on the Lincoln Highway and Adelanto Road

and will appreciate a visit from any of the boys. His place is just five miles from the summit of the Cajon Pass and any of you will find this to be a very nice Sunday trip.

V. R. Bell, Head Groupman, recently entertained relatives from the east by showing them some of the many beauty spots in and around Los Angeles.

Division Three

J. W. Melvin, of Division Four, H. Earl and G. F. Treneer of Division Three took a trip last month up to Terwilliger Valley to bag a few rabbits. We didn't see any rabbits, but understand that they brought back a few.

C. E. Barnes, Watchman on the night shift, is still on the sick list, but is improving slowly.

E. C. Muse, Foreman, is still under a doctor's care on account of an injured knee.

S. Tucker was off for a few days last month with a severe case of tonsillitis.

G. F. Treneer celebrated his birthday by entertaining a number of friends one evening last month.

Division Four

J. Inman, Assistant Day Foreman, has moved in a little closer to his work. We believe that there is an opportunity to buy a Whippet very cheap.

E. Newhard has at last been bitten by the "radio bug," and in the very near future we expect to have another DX expert on our hands.

Billy Welch, the mascot of Division Four, has changed his brand of smoking tobacco. After smoking one kind for thirty five years, he says that pencil shavings don't taste so bad.

Sidney Beard, Clerk, is still off on sick leave, the last report we had he was improving slowly.

Bruce Fagen is the new addition to our force. Help him along boys and make him feel at home.

Department Five

O. E. Lund, formerly second Groupman at Division One, has been appointed Assistant night Foreman at this Division, replacing C. Herring who resigned to go back to Kansas City. Good luck, Oscar.

After making a few inquiries we find that the decoration Tom Watts has on his upper lip was really meant to be a moustache.

I. C. Gordon has been partially confined to his home with a touch of brass poisoning on his face.

H. W. Lund is the new man at this Division, replacing "Bud" Kellog who has resigned. Glad to have you back with us again, Bill.



H. I. SCHAUBERT

Undoubtedly there was rejoicing among the farmers when it rained on the 9th of March. However, there are no farmers

in the Track Department—hence no rejoicing—quite to the contrary.

Roe VanBrunt on emergency duty the following day, donned his store clothes and began to sound the depths at Sixth and Mariposa where a storm drain under construction was causing much trouble and service delay. Captain Eaton, a sea faring man of repute, who was safely ensconced above the rising tide, directed VanBrunt to disguise himself as a depth gauge and breast the raging torrent. Roe, therefore, strode manfully into the water in search of the deeper part and he found it quite unexpectedly. Although he remained in an upright position his head and shoulders were all that appeared above the water, which would indicate considerable depth, if you know Roe.

Imagine his chagrin, after striding proudly from the water, to find the data obtained (measurements from the soles of his shoes to various buttons) to be valueless, and his martyr-like effort lost. Store clothes are often like that.

A vote of thanks is in order for Mr. Handley, who has so carefully manicured the diamond for the baseball team.

Elmer Mitchell, he of the growth on the upper lip, has been seriously ill. We all hope to see you better soon Elmer. Cal Simmons made the remark that if Elmer's razor would only slip, we probably would see him better.

We have a prospective glob-trotter in our midst, James McArdle, who is planning a trip back to the "ould sod" this summer. If you want to completely disorganize the Railway Jim, and receive a welcome home such as is only accorded a king, just arrange to complete your voyage at San Pedro, after passing the word that you are having your new traveling suit specially constructed with two gallon hip pockets.

If Lindbergh had landed in the Yard, he couldn't have caused any more excitement than Frank Putnam did the other day when he brought in a new fishing reel. Cal Simmons, Bill Swearingen, Ed Fleming and Harry Snow haven't been the same since. In fact, Cal has been seen on several occasions waving his right arm in a very odd manner. Spring training for casting Cal?

Joe Ovard blossomed forth last pay day in a brand new Pontiac coupe. In the Spring a young man's fancy? Hope she likes it Joe.

The following anonymous contribution is dedicated to Bert Schaubert's spectacular ball playing at the opening exhibition series between the Larys and Alhambra:

Bert took his stand at home plate,
You never saw the like,
The ball shot by
And with a sigh,
The umpire called "One Strike."

The crowd yelled to the pitcher,
Bert stood there fast, like glue,
There came another
And listen brother
The umpire called "Strike Two."

A groan came at this last chance
The third ball, not a doubt,
Came through the air
Bert still stood there
The umpire called—"You're Out."