

TWO BELLS



LOS ANGELES PUBLIC LIBRARY



Fit or Misfit

"Do you know what all this hustle and bustle, this humdrum, clamor and noise is about?"

The questioner was an elderly man, poorly dressed. His appearance gave the impression that at some time in his life he had aspired to greater things but failed.

We were standing in a safety zone in the busy downtown section and did not notice anything unusual about our surroundings. Naturally, we replied to the question in the negative.

To this the old man replied: "It's this so-called civilization." He was going to say more but a street car came alongside and he boarded it and was gone.

"Cracked," we said, twirling our fingers at our heads and thought no more of it.

But "cracked" seems rather severe in this instance; "unadjusted" is more appropriate.

Adjustability is the first word in the program of contentment. If we are not adjusted to our daily environment, our family or our work, we are in a sorry plight. Perhaps we cannot change our environment, but we can learn to fit into it. The easiest and best way to do this, paradoxical as it may sound, is by paying as little attention as possible to it. The smoother running the machinery, the less conscious one is to it.

It always takes two of anything to cause friction, and to make the intricate mechanism that we call life run smoothly we must adjust ourselves to one another. This can be done by endeavoring to really understand one another; trying to get each other's point of view, and overlooking minor faults and slight differences.

Are not the most wretched and the most discontented folks usually those who let the petty annoyances of life disturb and distract them? They are not adjusted to life—they let the routine of their work become a burden and allow it to cut down their efficiency as would a broken cog a huge piece of machinery.

If the carbon of irritability, jealousy, fault finding and pettiness is removed from the engines of our lives, we should get thousands of miles of happiness.

That Vaction of Yours

Some one has said that when you take a vacation you give the boss an opportunity to learn that you are not indispensable—that somehow or other the business gets along without you.

Hence, if there's even a grain of truth in the assertion, your absence is in competition with you—when you get back it's up to you to prove that you are an asset of the first water.

But how?

Well, when you're on vacation forget the job, forget its joys and its troubles and recreate, which means what it says—re-create. Re-create your enthusiasm, your vim, your optimism, re-create your determination to do your job as well as you can do it; re-create your interest in your job and your loyalty to the firm that employs you.

Pack your vacation full of healthful fun and sport; let it dominate your thought and attention a hundred per cent; then, when it is over, give the same amount of attention to the job that you gave to vacation—the same enthusiasm, the same interest.

And the boss will know that, although the business runs without you, it runs better with you—a whole lot better.

Two Bells

A Herald of good Cheer and Cooperation.

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JANET CONVERSE
W. T. SHELFORD

Publicity Manager
Editor

To Thank All

Now that the 1929 Shrine Convention has passed into history, I wish to take this opportunity personally to thank the trainmen, the supervisors, instructors, those from the offices who so ably and cheerfully assisted, the electrical, mechanical and track forces, and all others whose splendid cooperation made it possible for us to maintain service under exceptionally trying conditions. Traffic delays and interruptions were surmounted; extra reliefs and additional hours were worked willingly and all in all a generous effort was made to cope with the task that confronted us; and it is gratifying to know that the record made during the Shrine Convention of 1929 surpassed the one of 1925.

We are now in the throes of the Elks Convention, and I feel sure that the same spirit of cooperation which prevailed during Shrine Week will be manifested throughout this convention.

R. B. Hill

—Assistant Manager of
Transportation.

Rusticatin'

R. B. Hill, Assistant Manager of Transportation, is away from his desk and is taking a much needed rest. He is making occasional trips to his cabin in Topango Canyon, and will be away for a few weeks.

R. A. Pierson, Superintendent of the Discipline and Merit System, is occupying Bob Hill's chair during the latter's absence.

South Park's "Car Men"



On car, left to right: B. F. Pecoy, James Dye, L. M. Campbell, Charles Lamb. Back row: J. M. Spearing, Foreman; John Smith, Ed Caswell, George Yale, H. V. Campbell, Dave Lindgren, A. F. Kilgore, Charlie Piper, John Moore, W. A. Jones, Sam Ackerman, Ben Grimm, Charles Johnston. Front kneeling: Ed Holt. Front row: W. W. Morgan, Mose Bessette, Maurice Cass, William Herbert, Mark Langlois, William Pattinson, Bert Timbs, Assistant Foreman; W. J. Monahan, Benjamin Widner, Dave Rinehart.

The advertising slogan that "You wreck 'em, we get 'em," might well apply in the Repair Shop at South Park, but these artisans of the plumb, level and square (hammer and saw) do not need any advertising. They knock mostly but then they are knocking things back into shape. Just how well they do their work is attested by the hundreds of cars that pass rigid inspection when they are ready to leave this particular department.

Some cars that enter this department appear as though they may have attempted a tailspin and had made a forced landing in traffic, but it makes no difference whether it is the body, the ends, floor, posts or roof, these fellows get on the job and in due time the car will emerge just as though nothing had ever happened to it.

Joe Spearing is Foreman and Bert Timbs, Assistant Foreman. Every man in the group has had several years of experience in this work, and while they form only a portion of the repair group, they are an important unit in putting the rolling stock in shape so it will once again look like the familiar street cars of the Los Angeles Railway.

G. B. A. Goes East

G. B. Anderson, Manager of Transportation, left on the afternoon of July 3rd to attend the American Electric Railway Convention in New York City on July 11th. Mr. Anderson is Third Vice-President of the Transportation and Traffic Association.

June Witness Report Shows Signs of Improvement

With the exception of Division Five's showing, the witnesses per accident report for all divisions for the month of June showed that the men were out to improve the poor report made in May when the lowest figures for the year were reached.

Division Four again takes the lead and this time its figure is over the seven mark with 7.03. Division Three once again takes second place with the improved figure of 6.21. Division Five is in third place with Division Two closing up and giving the boys of Division One the cellar. It seems as though the boys of Division One feel right at home in the basement.

Division Five's figure of 5.68 for

June is the lowest it has made since January of this year, when 5.55 was reached.

The following is a comparison of relative standings for the months of May and June:

May		June	
Div. 4	6.94	Div. 4	7.03
Div. 3	6.12	Div. 3	6.21
Div. 5	5.76	Div. 5	5.68
Div. 1	5.05	Div. 2	5.36
Div. 2	4.91	Div. 1	5.20

The total average for all divisions for the month of June stood at 5.84 and for May, 5.61. This shows an attempt to move the figure in the right direction.

Saves Two Lives

Heroism on the part of Supervisor F. J. Whitelock saved the lives of two boys, aged 11 and 12 years, who were swimming in the ocean at Long Beach, Saturday, June 22nd.



According to eye-witnesses of the incident, frantic cries for help came from the lads who were out beyond the breakers. Hundreds of persons witnessed Whitelock jump and swim to the boys, bring one of them ashore on his back, unconscious and then

go back after the second boy. Whitelock and A. H. Warren, Chief District Supervisor, both worked over the unconscious youth for fifteen minutes before they could bring him around. The other lad was more fortunate, and after resting awhile he felt all right.

Supervisor Whitelock is naturally very modest about the whole incident, but from all reports that have come in he performed a meritorious act.

Both lads left without giving any identity as to their names and addresses.

No Stated Meeting For Club in July

Members of the Square and Compass Club are advised that there will be no regular stated meeting during the month of July.

President J. E. Steenrod is planning a big night on August 17th, and notices of the doings for this evening will be mailed at a later date by the Secretary.

Now Associate Guardian

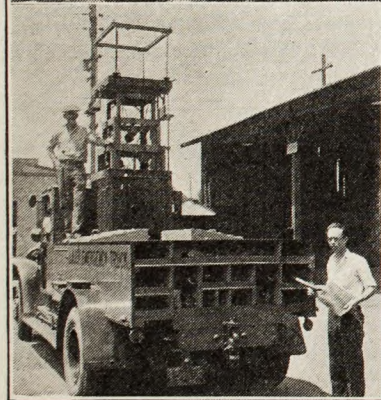
P. T. Klingelsmith, Junior Past President of the Club was installed Associate Guardian of Bethel No. 36 in Palestine Masonic Temple on June 22nd. Several members of the Club, together with their families, witnessed the impressive ceremony.

Picnic at Sunland

A very enjoyable picnic was held at Sunland, Sunday, June 30th, by employees of the Schedule Department and their families, numbering about thirty in all.

Races, a tug-of-war and a red hot baseball game were among the events of the day. Everything possible was thought of to make a successful picnic even to chemical ice for those who remembered to bring their ice picks with them.

New Emergency Truck



This is "Hurry Wagon" No. 1, a new unit placed in service on June 3rd. Hurrying is not exactly its specialty so much as is its effectiveness in assisting disabled street cars. Its specially equipped body, built at the South Park Shops, is designed to carry equipment for every kind of emergency from the hose bridge for the track to the tower for overhead wires.

The lower photograph shows the kitchen cabinet used to take care of traffic jams when cars break down. The big six White motor is capable of pushing or pulling street cars from the scene of trouble. W. R. Dougherty is the skipper and Lineman C. R. Kirkpatrick, on the running board, is first mate.

A wise man once said that happiness lies in liking your job and doing it better than anybody else possibly can.

More Rail Arrives

The S. S. Orient of the Orient Line arrived in Los Angeles on July 3rd with 205 tons of 116-pound girder rail and the S. S. Calmar of the Calmar Line with 45 tons on July 6th, making the third shipment on an order of 1000 tons of rail for the Company from the Bethlehem Steel Corporation.



That wiley young rascal, Dan Cupid, has been doing some archery around the General Offices recently and landed one of his arrows right in the telephone exchange. Mrs. Kathryn Brown, Telephone Operator, and Mr. C. G. Witte, slipped quietly away to Riverside on June 7th, where they made the solemn vows to love and cherish forever—and a day. And so the knot was tied.

Mrs. Witte, who has been rendering excellent service at the telephone board for the past three years, has made numerous friends among the official family all the way down the line because of her charming personality. She sprang a surprise on everyone, so it was only proper that she should receive one in return. After buying all the loose hardware in town, about forty coworkers gathered in the office of the Manager of Transportation, and before a large and appreciative audience, G. B. Anderson made the presentation speech. He left a long written speech at home (thanks to his short memory) so he took advantage of the occasion to make Witte (witty) remarks, appropriate, nevertheless.

The gifts consist of every conceivable electrical device for a snappy breakfast—coffee urn, toaster, waffle iron, egg cooker, casserole—in fact, enough to make you divorce your wife and get married all over again.

And was the bride delighted? Just notice the radiant smile over the coffee urn.

Mr. Witte is an oil operator at Bakersfield, and we are unable to learn whether or not the romance budded in the oil fields. However, "oils well," and her many friends and

coworkers wish them both abundant happiness in their matrimonial venture.

Mrs.
Witte
and
Gifts
Received
From
Friends



Slight Increase in June Complaints

The wallop that the May report received for complaints evidently hadn't enough force back of it to keep the June report down, as the report for the latter month shows 174 as against 170 in May. This may be a slight difference but it's in the wrong direction. A little more punch behind that wallop, boys, and the July report will go down for the count.

Discourtesy increased from 43 in May to 49 in June; Passing Up Passengers from 10 to 13; Carrying Passengers Past Stop from 4 to 19; Dangerous Operation from 0 to 5, and Short Change from 10 to 13.

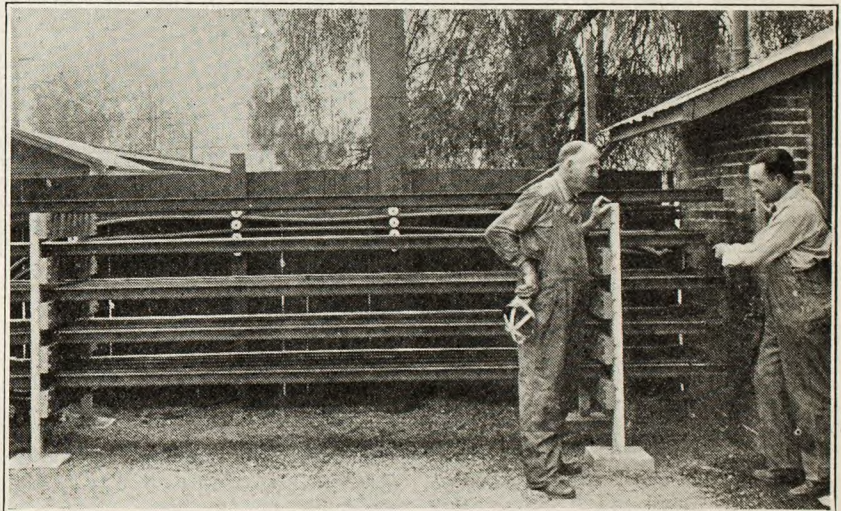
Only three classifications showed decreases: Fare and Transfer Trouble decreased from 59 in May to 49 in June; Starting Too Soon from 15 to 14; and Miscellaneous from 29 to 12.

Commendations Increase

We've got the commendations coming our way, anyhow, even if the complaints did stage a come-back. Commendations for the month of May amounted to 30 while in June we received 40, an increase of 10.



Old Rails Back in Service



A group of old twenty-five pound rails has recently been put into service at the Huron Street Substation as a negative resistor of return electrical current.

These rails are arranged on a rack in five rows as seen in the photograph and are welded together with steel plates.

This resistor is inserted in the negative tie between the track and the substation negative bus so as to balance out the overall voltage in the negative cables that extend remotely to the

other points of the track system, so as to maintain a lower difference of potential between the track and underground pipe structures.

The system follows the insulated negative feeder cable plan the same as is installed at most of our substations, but this particular resistor is unique in that it is the first of its kind to be constructed of old twenty-five pound rails.

Operator H. L. Jones is telling Operator Joe Mankin that potentially speaking—"it's a wow!"

Veteran Passes

Great sorrow was spread over the Railway family at the news of the passing of Motorman E. D. Greaves of Division Three, whose untimely death occurred on June 27th.

"Boston," as he was affectionately known, was born in Lawrence, Massachusetts, on July 15th, 1871. He came to work for the Company as motorman on December 3rd, 1909.

His pleasing personality had endeared him to all with whom he came in contact, and as a platform man his work was unexcelled. He always participated in the special award and bonus. His large circle of friends extend their heartfelt sympathy to the bereaved family.

Attention Called to Rule No. 3

Polite and gentlemanly deportment is required of all trainmen in their dealings with the public and with one another. All persons must be treated alike, regardless of their appearance, race or nationality. Trainmen should not enter into a dispute, no matter what the provocation may be, but make a note of the facts and report same on miscellaneous report, together with names of witnesses. Cap numbers must be cheerfully given when requested.

Larys Win Opener Lose Second

On June 15th, the opening game of the Saturday Industrial Baseball League season was played between the Larys and Wilshire Christian Church at Vernon Yard. This game resulted in a victory for the Larys, 3 to 1. It was a closely contested game and an excellent one for an opener.

On June 22nd the Bach Airport clashed with the Larys at Vernon Yard and defeated them to the tune of 11 to 1.

The game scheduled for June 29th, between the Larys and Court Drug has been postponed.

Following is the schedule for the balance of the season:

July 6, Lary vs. Wilshire Church—Vernon Yard.

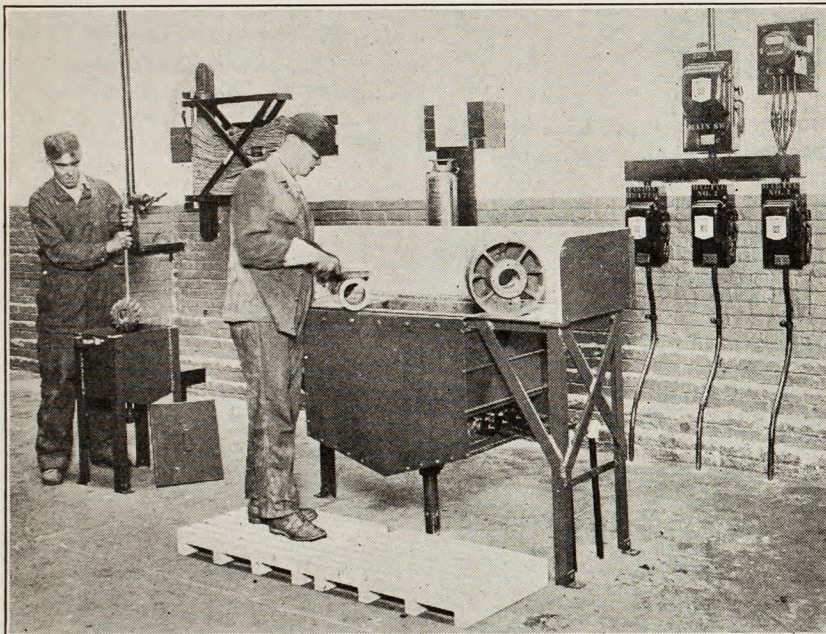
July 13, Lary vs. Bach Aircraft—Van Nuys.

July 20, Lary vs. Court Drug—Vernon Yard.

July 27, Lary vs. Wilshire Church—Vernon Yard.

August 3, Lary vs. Bach Aircraft—Van Nuys.

August 10, Lary vs. Court Drug—Vernon Yard.



A. Hamberg is seen dipping a pinion into the heater while L. Harryman is presiding at the cleaning tank.

All the mechanical departments of the five divisions are now equipped with the latest facilities for cleaning bearings, housings and small parts of motors of street cars with the installation by the Engineering Department of electrically heated tanks.

A non-inflammable cleaning compound is used for this purpose which is brought to a boiling point to effectively cut the grease and dirt. This is a big improvement over the old method of cleaning with distillate, as it entirely eliminates fire hazard. Drain boards are arranged at the sides of the tank for convenient handling of the parts to be cleaned. These tanks are similar to the one at the Mechanical Department of Division Two, only they are larger.

The small tank at the left of the

photograph is the new pinion heater. This tank contains boiling water electrically heated, into which the pinions are immersed and left for twenty to thirty minutes. This immersion causes expansion of the pinion, so that when it is applied to the armature shaft it can be hammered in position with a two-pound sledge hammer, whereas formerly, without heating, it required a twelve or fourteen-pound hammer to force the pinions on the shaft. This proved unsatisfactory as it resulted in damage to either the pinion, the armature shaft or to the insulation on the armature coils. With the present method of heating the pinion this trouble is eliminated, and the tank is regarded as a valuable acquisition by the Mechanical Departments.

Bowl Concerts in Full Swing

Hollywood Bowl's "symphonies under the stars" will be conducted by a triumvirate of renowned orchestral leaders during the current season.

Bernardino Molinari of Rome, who converted his three electrifying appearances with the Bowl orchestra last July into one huge ovation, had the distinction of inaugurating the eighth annual series of Bowl summer concerts on July 9th, last, and will retain the baton for the two initial weeks of the season.

Eugene Goossens, conductor of the Rochester Philharmonic Orchestra comes here for his fourth annual appearance as a Bowl "guest" conductor directly from London, following the premiere there of his opera "Judith" at Convent Garden, and will conduct the middle section of the season's programs.

The concluding two weeks of the season's concerts will be conducted by Bruno Walter, most eminent of present-day German orchestral leaders, who is coming to America in mid-summer, after conducting the great Berlin music festival, expressly to conduct at the Bowl and to fill two other engagements. He will be heard during the two concluding weeks of open air symphonies on every Tuesday, Thursday, Friday and Saturday night, from August 20th to August 31st.

Trainmen Organize Legion Post

During the big fracas of 1918 the buglers were very popular (?) when they sounded reveille and somehow or other the alarm clock of today is a necessary evil when there is an early run to be pulled.

Division One is well represented with former doughboys, gobs and leathernecks who still get up before sunrise and this fact brought about the formation of Sunrise Post of the American Legion.

The idea was conceived and nurtured by Supervisor E. G. Gilmore who found a big response to his efforts to form a post composed largely of Los Angeles Railway employes, and the first fifteen men to sign the application for a charter were Division One trainmen.

The first meeting was held on June 13th, last, and the application filed with the Department Commander of California at San Francisco; on June 16th the charter was awarded.

Supervisor E. G. Gilmore is Commander; Motorman George L. Ker, First Vice-Commander; Motorman Julius Smaby, Second Vice-Commander; Conductor Gerald Stoddart, Adjutant; Motorman Herman Ortega, Sergeant-At-Arms; and Conductor Clarence Burnett, Chaplain.

Among the membership are the following Division One trainmen: Motormen J. A. Johnson, L. M. Braucht, L. C. Cummings, F. E. Striebel, F. Buckingham, J. E. Fagin, G. F. Green, A. E. Blade, E. R. Rath, W. L. Sullivan and Conductors L. L. Callahan, A. Light, E. F. Bourland, E. E. Feb, R. O. Fortune, C. H. Thompson, M. H. Boswell, W. L. Borsch.

The first initiation of candidates will be conducted in the Community Hall on Fresno Street by officers and members of the California Hut Post. Conductor L. C. Price of Division One, who is a member of this post, is actively engaged in the work.

At the time of going to press the date of the initiation had not been set. However, Supervisor Gilmore will have this information at a later date for those who wish to know. He is anxious to get all employes of the Company he possibly can and make Sunrise Post one of the best in the city. All employes who served during the World War in either the Army, Navy or Marine Corps, as well as those who were American citizens in the ranks of the Allied forces, are eligible for membership. The fee for the balance of this year is \$3. The regular annual fee is \$6 with no assessment for initiation.



Where Salutes Bring Cheer



A hand wave and a cheery "hello" seem but little things, yet Cyrus Thomas, as he sits on the porch in his wheel chair, has found much comfort and cheer in the friendly greeting of the conductors and motormen on the "J" carline as they pass by in front of the house.

Cy and his mother live at the home of Mrs. Jennie Huff, nurse, at 1902 West Jefferson Street, where he is slowly traveling the road back to health since being stricken with paralysis two years ago.

Previous to coming to Los Angeles, Cy was in the restaurant business in Columbus, Ohio, but like so many ambitious young men he answered the call of fabled California, and as his brother was engaged in the hotel business in Los Angeles he came to make his home here.

For several years the brothers worked together at the hotel business as well as other enterprises. Then they sent for their mother to come and make her home with them.

Naturally, Cy's work in the hotel enabled him to meet new people daily and make an ever increasing host of friends, then one morning he was stricken with paralysis and life suddenly became a dreary existence, to

be borne with much patient suffering. Gone was the freedom, the activity, and the contact with the public that had come to mean so much to him.

Just at the time when things seemed pretty dark, with nothing to break up the tedious hours, there started a happy friendship with the boys on the yellow cars, who tried to lighten the hours a little for the invalid in the wheel chair by waving and calling to him as they passed by. They would even toss him a Two Bells whenever it came out.

For the past two years Cy has been heartened by the cheery greetings of these men; and now after a long uphill climb he is able to use his left hand in returning their salutes and is even able, with the aid of a cane, to walk around a little.

A hand wave or a smile is a small thing in itself—yet there is no measuring the happiness it may bring.

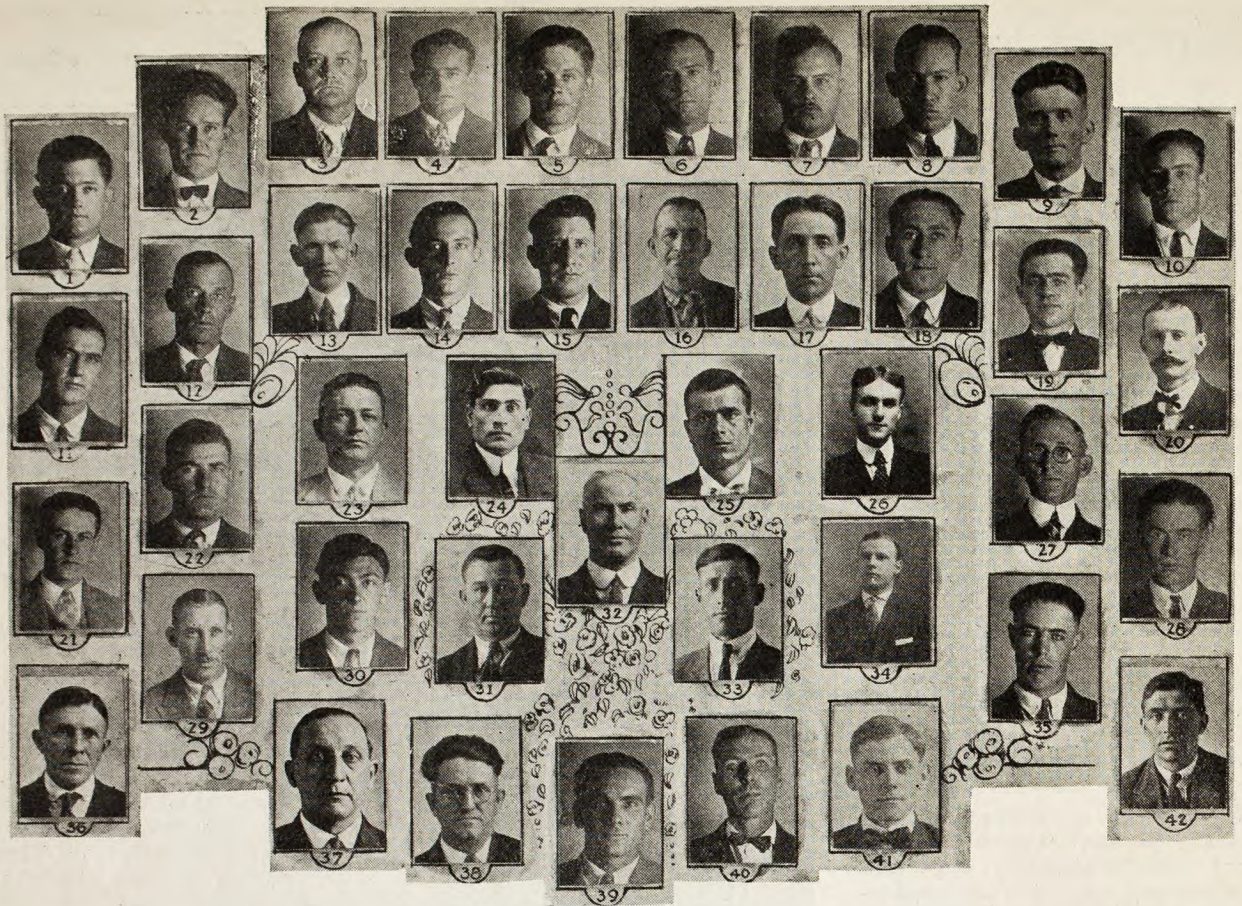
Recappe Goes North

Trainmen may rest at ease for awhile without being disturbed by new schedules, as L. A. Recappe, Superintendent of Schedules, left on June 29th in his Buick for Vancouver, B. C., and other moist northern points. He will be gone a month.

More Boosters Arrive

Iowa has lost three more citizens and R. A. Pierson, Superintendent of the Discipline and Merit System, is responsible for it.

As a true adopted native son of California, he persuaded his two sisters and niece who were living in Pulaski, to give our sunny clime a trial. They came and now are running the Chamber of Commerce a close second in boosting.



BIRMINGHAM

For (1) Conductor E. R. Leggett of Division Two from Mrs. Fai Chan for his courtesy in helping her mother from the car.

For (2) Conductor L. J. Little of Division Two, who was commended for assisting an elderly couple off his car and directing them to transfer point.

For (3) Conductors L. E. Sherwood of Division Four, (25) I. Gasparro of Division Three, and (36) E. Clavin of Division Five from J. E. Kreiss, who states in part, "In consequence of my frequent riding on your lines I come in contact very often with your regular platform men, and see them perform their duties under every conceivable stress which is their lot in handling the public," and he goes on to compliment the men for their courteous treatment of men, women and children, regardless of how disagreeable the patrons may be and for their sense of humor and cheerfulness of manner under all conditions.

For (4) Conductor W. H. Norton of Division Four from Fern Funk for getting off and helping a crippled lady

to board his car, as well as taking care of two heavy bags for her.

For (5) Conductor E. W. Dean of Division Three for assisting a blind boy off the car and to the sidewalk.

For (6) Motorman J. A. Houck of Division Three from G. H. Finn for his quick thought and action in stopping his car in order that Mr. Finn might escape from being run down by an automobile that went against the traffic signals.

For (7) Conductor J. M. Baker, Jr., of Division Three from Thomas Wilson for presence of mind in preventing a passenger from falling from his car.

For (8) Conductors H. P. Casebier and (16) W. H. Sherman of Division Two from Mrs. C. M. Wallace, who greatly appreciates their kindness, thoughtfulness and courtesy.

For (9) Motorman J. A. Bell and (34) Conductor F. C. Ham of Division Two from Carl Sharp, who writes in that while on their car recently he noticed a very feeble, little old lady slowly make her way to the front of the car and request the motorman to stop at a certain street. However, her

progress to the front of the car had been so slow that the motorman had passed her block before she had succeeded in naming it. He turned around, and noting her age, brought the car to a stop in the middle of the block. The conductor, who had also noted the feebleness and age of the passenger got off the car and going around to the front end assisted her off the car and over to the sidewalk. Mr. Sharp warmly praised the unusual kindness and unselfish action displayed by these men.

For (10) Conductor T. S. McCleave of Division Two from Mrs. Brenda McDaniel, who commends him for his kindness in paying her fare when she had lost her purse. He is also commended by Mrs. C. M. Wallace for his kindness, thoughtfulness and courtesy.

For (11) Conductor A. R. Duncan of Division Two from Mrs. Leona Olmstead for his courtesy and for his even disposition upon all occasions.

For (12) Motorman R. C. Cook of Division Four from Mrs. E. R. Mauldin who compliments him on the interest he takes in his passengers and for as-

sisting her when she had a sprained ankle.

For (13) Conductors M. B. Howell, (24) F. S. Leon, (32) T. E. Shanafelt, and (39) V. E. R. Nordquist of Division Three from Mrs. B. F. Johnson, who wishes to thank them for their kindly consideration for her mother when she rides on their cars and for their courtesy and thoughtfulness toward their passengers in general.

For (14) Conductor L. H. Walton of Division Three from Mr. C. E. Benson for extending to Mrs. Benson every possible courtesy and aid when she and her baby suffered a fall.

For (15) Conductor W. R. Nichols of Division Five from "a Daily Rider" who states in part, "His courteous attention to children and elderly people is a pleasure to witness."

For (17) Motorman D. C. Cooper of Division Five from A. F. Maeder, who highly commends him for his presence of mind and quick action in bringing his car to a stop when a man darted out from behind another street car and ran across the street just in front of his car, thus averting a serious accident.

For (18) Conductor W. Watson of Division One from Bertha Barber for his courtesy and thoughtfulness.

For (19) Conductor C. Klersey of Division Four from Mrs. E. Hubbard for looking out for the safety of his passengers, his cheerful manner in giving information and directions, and for his courtesy to passengers, in general.

For (20) Motorman E. C. Secrist of Division Two from Oscar Goeger, who was very grateful to him for waiting for him to board his car.

For (21) Conductors O. T. Durr and (28) L. Klaris of Division Two from Miss Elva Hayes, in appreciation of their universal courtesy and cheerfulness.

For (22) Conductor F. R. Latham of Division Two from Mrs. Charlotte M. Woods for advancing her carfare when he refused to accept her transfer.

For (23) Conductor W. C. Stange of the Motor Coach Division from Miss Dorothy Silvey, who commends him for courteous treatment to all his passengers.

For (26) Conductor W. D. Hanley of Division One from Mrs. Mary Davis for his courtesy and kindness to a blind man.

For (27) Conductor C. C. Clark of Division Five from H. Maim for advancing balance of fare required when he was without change.

For (29) Conductor H. A. Hansen of the Motor Coach Division for his courteous attention to the comfort and safety of his passengers.

For (30) Conductor A. F. Comstock

of Division Three from Mrs. Hannah B. Goodon, who states in part, "You have an excellent conductor, pleasant, obliging and attentive."

For (31) Conductor H. K. Stephenson of Division One from Mary McManus for his courtesy and special consideration for old people.

For (33) Conductor S. E. Goslee of Division One from B. J. Darneille for assisting an elderly blind woman to the sidewalk.

For (35) Conductor W. H. Langdon of Division Five from Miss McPharland for efficiency and consideration in handling his passengers.

For (37) Motorman K. F. Long of Division One from Mrs. C. M. Wallace, who states he is careful, considerate and looks after the welfare of others.

For (38) Conductor R. Haynes of Division Three from Mr. G. H. Finn, who highly commends him for assisting one of his passengers who was ill.

For (40) Conductor P. E. Atchison of Division Three from Mrs. Ida R. Simoneau for his pleasant and courteous treatment of passengers.

For (41) Conductor C. W. Aen of Division Three for his courteous and efficient service.

For (42) Conductor G. Laird of Division Five from Mrs. G. C. Hawley for keeping his car waiting for strangers who became confused and got off the car several blocks too soon.

Division Assignments

The following men have qualified and were sent to their respective divisions during the month of June, 1929:

To Division One, Motormen A. E. Blade, B. Haynes, G. J. Phillips, O. M. Haylett, L. S. Fitzpatrick, Conductors H. Kushner, F. E. Tobey. To Division Two, Motormen J. E. Gregory, D. V. Lewis, E. F. Smith, W. V. Holman, L. M. Lininger, Conductors J. N. Allen, C. L. Lindop. To Division Three, Motormen D. E. Tyron, J. Y. Flemming, J. T. Monahan, H. L. Lingo, R. B. Ward, F. Jewett, F. C. Rollins, M. Flathmann, A. S. Bennett, E. L. Averill, J. W. Krumwiede, R. F. Angel, O. D. Wallace, A. F. Malderez, E. F. Whipple, H. R. Richards, I. W. Harris, G. L. Averill, Conductors M. A. Triboulet, S. Pavlic, T. W. Smith, C. E. Wright, E. W. Ehde, A. H. McDougale, S. Brash, J. E. Tucker, W. E. Holbrook. To Division Four, Motormen J. T. Creighton, J. D. Ledford, J. G. Allen, H. E. Rylance, A. R. Teer, J. F. Biddle, Conductors, R. D. F. Nittle, C. E. Isard, C. N. Galvez, G. Fisher, W. H. Norton, R. L. Fenno, J. H. Leaf, E. Mitchell, E. H. Brockbrader, D. J. Ruff, Safety Operator B. F. Routh. To Division Five, Motorman T. E. Johnson, C. C. Simmons, E. R. Griggs, Conductors, V. Watson, T. G. King, J. A. Born, A. Lebeck, C. H. Owens.

For Meritorious Service

High praise for service rendered by employes during the Shrine Convention has been received from George S. Strait of the General Committee, who writes as follows:

*Mr. George J. Kuhrts,
President and General Manager,
Los Angeles Railway.*

Dear Sir:

Aside from the expression of appreciation from the General Committee, I want to add my personal thanks to you for the splendid service rendered by the boys of your company who worked with us. They are—Wm. R. Cavett, Taylor Chase, D. E. Fletcher, Harry Hames, G. S. Mattern, J. G. Owens.

The service they rendered in the Information Booth in 1925 caused me to ask for them again, as you know, and their work and efforts left absolutely nothing to be desired. I will also add that in the event the Shrine should ever hold another Convention here (which I hope they will not), these boys will be asked to honor the Information Committee with their presence.

Cordially and fraternally yours,

George S. Strait.

A letter was also received from Le Roy M. Edwards, Director General of the Convention, commending these men for the splendid service they rendered.

Appreciation

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

Mrs. M. E. Tobin.

* * * *

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Joseph B. Keller.

* * * *

Kindly accept my heartfelt thanks for all your kindness to me in my bereavement and also for the prompt payment of insurance. Wishing Los Angeles Railway every success.

Mrs. E. M. Cook.

* * * *

We wish to thank the Co-operative Association and all the friends of our beloved one for their sympathy and floral piece.

Mrs. Ida May Hagest.

Arthur L. Hagest.

Mrs. Kate Hagest.

M. A. Hagest.

Mrs. Carrie J. Leach.



Larry Lawler's



First Crook: "I've bin wonderin', Bill—how does a man get his own money out of a bank?"

Second Crook: "Easy. He jes' forges his own name to de check."

Arriving in a small town, an easterner was attempting to start up a friendly conversation with a native.

"Tell me," he said, "what is the status of the liquor supply around here?"

"Status," mumbled the native. "I dunno what you mean."

"I mean is it easy to obtain liquor and is there much of it around here?"

"Wall, mister," said the rustic, "all I can tell you is that a little while back they turned off the water supply for a week and nobody knew it till the town hall caught afire."

A small boy during his first eventful meal in a restaurant suddenly became greatly engrossed in a man at the next table who was regaling himself with waffles. He turned to his parents and announced in a shrill voice:

"Mamma, I want some of those non-skid griddle cakes."

By the shores of Cuticura
By the sparkling Pluto Water
Lived the Prophylactic Chiclet,
Danderine, fair Buick's daughter.
She was loved by Instant Postum,
Son of Camels and Victrola;
Heir apparent to the Mazda;
Of the tribe of Coca Cola.
Through the Shredded Wheat they
wandered,

Through the darkness strolled the lovers,
Lovely little Wrigley Chiclet;
Washed by Fairy, fed by Postum,
No Pyrene can quench the fire,
Nor an Aspirin still the heartache,
Of my Prest-O-Lite desire;
Let us marry, little Djer-Kiss.

—Journal of American Medical Association.

"Did you fall?" asked the conductor as he went to rescue a woman who had slipped on the icy pavement. "Oh, no," she said, "I just sat down to see if I could find any four-leaf clovers."

"Why didn't you send your man to mend my electric bell?"

"I did, madam, but as he rang three times and got no answer my man decided there was nobody home."

The celebrated soprano was in the middle of her number when Johnny noticed the orchestra leader.

"What does that man keep hitting at her for?" he asked his mother.

"He's not hitting at her," replied his mother. "Be quiet!"

"Well, then, why does she keep hollering?"

Manager—"I thought you said you could do that job in an hour?"

Cassidy—"Bedad, I'll do that job in an hour if it takes me all day."

A cowpuncher ordered a steak at a restaurant. The waiter brought it in—rare—very rare. The puncher looked at it and demanded that it be returned to the kitchen and cooked.

"'Tis cooked," snapped the waiter.

"Cooked—hell," said our friend the puncher. "I've seen cows hurt worse than that get well."

"Gosh, I just got through listening to Mickey talk for about an hour."

"Yes, poor fellow, that's his chief fault. He must have been vaccinated with a victrola needle."



"Women in my opinion, are different now from what they used to be." "How's that?" "There's my daughter for instance. She's taking up the law, whereas her mother always lays it down."

"Hell," said the devil as he answered his telephone.

"I hear the sea captain's wife ran away."

"Yep, he took her for a mate and she turned out to be a skipper."

The honeymoon is now described as that part of a girl's life that comes between the lipstick and the broomstick.

Sandy was sent down to tidy up the minister's wine cellar, and in a short time the minister came back and found Sandy draining some bottles. "Ah!" said the minister, "it's no use, Sandy, they're all dead men."

"Well," said Sandy, "it's a blessing to know the minister was with them when they passed away."

Young Lawyer: "Your honor, I claim the release of my client on the grounds of insanity; he is a stupid fool, an idiot, and he is not responsible for any act he may have committed."

Judge: "He doesn't appear stupid to me."

Prisoner: "Your honor, just take a look at the lawyer I've hired!"

The business man, dining with a pretty companion in the hotel grille: "I say, waiter, why are you staring so rudely at this lady that's with me?"

"Pardon me, sir; it ain't rudeness; honest it aint," returned the waiter. "It's real admiration. You see, this is the fifth time tonight that she's been in to dinner."

Visitor (in hospital): "Poor man, your wife must miss you?"

Bandaged Man: "No, ma'am; she has a remarkable aim."

Most of the family were at the parlor window watching the parade go by. Suddenly the mother turned to her daughter—"Where's your auntie?"

"Upstairs," came the reply, "waving her hair."

"Mercy!" exclaimed the mother, "can't we afford a flag?"

Archibald—"I live in the country now. It's terribly dull."

Florence—"It must be. What do you miss most?"

Archibald—"The last car out at night."

The motorist had an accident with his light car on a country road. He limped painfully to a telephone box and called up the nearest garage.

"Hello," said he, "I've turned turtle. Can you do anything for me?"

"I'm afraid not," came the sweet feminine reply. "You got the wrong number. What you want is the zoo."

Inebriate: "Whash ya looking for?"

Cop: "We're looking for a drowned man."

Inebriate: "Whash you want one for?"

An Irishman coming out of ether in the ward after an operation exclaimed, "Thank God! That's over!"

"Don't be too sure," said the man in the next bed. "They left a sponge in me and had to cut me open again." Then the patient on the other side added, "Why they had to open me, too, to find one of their instruments."

Just then the surgeon who had operated on the Irishman stuck his head in the door and yelled, "Has anybody seen my hat?"

Pat fainted.

The Romance of The Rails

By E. L. Lewis

(Fourth Installment)

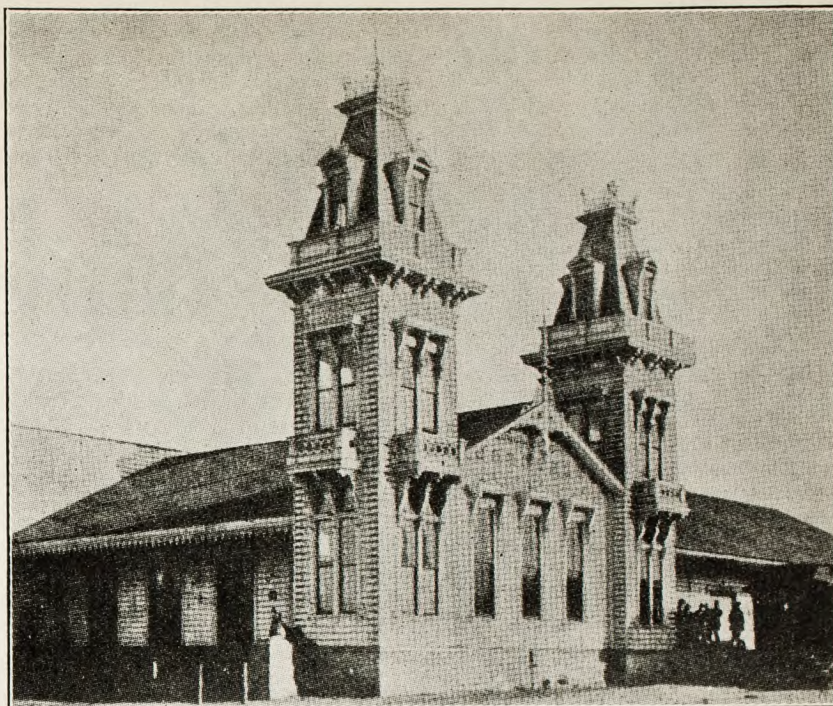
The sixth street railway franchise to be issued by the City of Los Angeles covered a route for the third railway company in the city. The ordinance is dated March 31, 1875, and was signed by Prudent Beaudry, Mayor, the opening clause of which reads as follows:

"Commencing at the intersection of San Pedro Street with the south boundary line of Los Angeles (at Jefferson Street); thence along San Pedro Street to First Street, to Los Angeles Street, on Los Angeles to Arcadia, on Arcadia to Sanchez, on Sanchez and along the street in front of the Plaza thirty feet from the Plaza grounds, to Marchessault; thence along Marchessault to New High, along New High to Short Street; along Short Street (Bellevue Avenue) to Eternity Street; thence along Eternity Street (North Broadway) to a point near the Arroyo that crosses Eternity Street (just north of College Street) near Stearns Mill; thence over intermediate property to Forbes Street; thence on Forbes across depot grounds of Southern Pacific Railway Company and westerly to the depot building of said Company to the upper end of Forbes Street."

On May 1, 1875, articles of incorporation were filed in the County Clerk's office for the East Los Angeles and San Pedro Street Railway, to cover the route outlined above, with E. E. Hewitt, James F. Ward, Thomas A. Garey, I. W. Lord, F. Sabichi, H. J. Crow, and R. M. Widney as the Board of Directors.

The gauge of this line was standard, 4 feet 8½ inches, the intention being to form a connecting link between the Los Angeles and Independence Railway, which ran from Fourth and San Pedro to Santa Monica via San Pedro Street and private right-of-way—now known as the Air Line of the Pacific Electric—and the Southern Pacific Railroad at Sotello and San Fernando Streets. Work of construction was started in the early fall of 1875, at Fourth and San Pedro Streets. Work was not done very rapidly those days, as we find the following newspaper item on March 8, 1876: "Grading of the San Pedro Street Horse Railway during the day will probably reach as far as Los Angeles and Commercial Streets," and on April 6, 1876, a newspaper item reveals that the track has finally been laid to "Buena Vista Street (North Broadway) and the Brick Yard (College street)."

Although the franchise provided a fare of ten cents for this road the promoters (the leader being Judge R. M. Widney, who built the first line in Los Angeles), evidently became ambitious to secure volume of business regardless of results, and on March 26, 1876, an advertisement appeared in the Los Angeles Herald placing fares



The Los Angeles and Independent Railroad depot at 4th and San Pedro Streets in the early eighties. This structure was burned down in October, 1888.

down to 3½ cents. Tickets were purchased in \$1.00 quantities, with 5 cents single fare.

The Southern Pacific at that time did all of their business at Alameda and Commercial streets, and the extension of this line beyond College Street over to the depot was contingent upon the establishment and use of the depot at San Fernando and Sotello. As this change did not take place until June, 1877, the line was never extended any farther than College street.

In May, 1877, the Southern Pacific purchased the Los Angeles and Independence Railway, and immediately extended the line from Fourth and San Pedro over to Commercial and Alameda. This change reduced the income of the car line to such a degree that service soon ceased and the rails were left in the street to be removed when new parties secured a franchise and built a new line along the route from the Plaza to College in 1883,—the investment being a total loss.

Judge R. M. Widney tells of a humorous incident that occurred when his construction gang reached the crossing of the Spring and Sixth Street Line at the Plaza. The officials of that line applied to the Court for an injunction to prevent the crossing being put in. The hearing on this application was to come up next morning. That night a temporary crossing was hurriedly constructed by putting short pieces of rail between the rails of the other line. This new track was elevated so that the flanges did not touch the rail of the other track, but left a

nice wide jump. The Sixth Street officials came down next morning and after looking over the situation threw up their hands, and the injunction application was withdrawn. In a few days an amicable agreement was entered into and a properly constructed crossing installed.

(To be continued in next issue)

Two Steel Cars Being Remodeled

When cars, numbered 1444 and 1445, emerge from South Park Shops within the next few weeks, they will be real parlor cars.

Car 1444 is at present in the Shops and work is well under way remodeling the open sections with windows and doors so that the entire car will be enclosed. The bulkheads are to remain as at present.

Comfortable upholstered leather seats will replace the wooden type; the floor will be carpeted with industrial carpet; the lighting arrangement will be completely changed and ornamental lights will be used; the heading or ceiling will be of veneer and painted in white enamel; the dash signs will be illuminated at night and in the daytime the motorman will be protected from the sun's glare by a visor similar to the type used on car No. 2501.

As soon as this car is completed, car 1445 will be placed in the Shops for similar remodeling.



June, being the month of months for Dan Cupid, he seemed bent upon hanging up a record. The latest victims of his fatal marksmanship are Miss Eloise Slocomb, formerly secretary to Mr. C. M. McRoberts, General Claim Agent, and Wm. E. Carrigan, who were married in St. Vincents Church, June 26th.

The young couple are enjoying a honeymoon in San Francisco and upon returning to the southland will reside at 5361 Verona Street, Montebello, where they will be at home to friends after July 15th.

A few days before the wedding took place Miss Slocomb was given a miscellaneous shower, when her fellow employees presented her with a Westminister chimes mantel clock.

Miss Slocomb had been with the company about five years and the many friends she has made during that time will greatly miss her, but we wish her all kinds of happiness in "The Great Adventure."

The trainmen of Division Four took turns congratulating Conductor C. V. Jones who was married June 28th, but he hastened away with his happy bride for a weeks honeymoon. Gladys Muriel Page was the lucky lady.

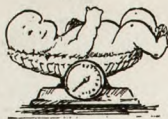
Motorman G. A. James of Division Three was married during June, but to whom we could not learn. Anyhow, all wish them the best of luck.

Conductor J. L. Decker of Division Two and Miss Ruth Hamilton were married at Crocker, Missouri, on the 22nd of May. J. L. had spent three months back there and when he returned he was very much worried about his father's health, so obtained another short leave and when he returned he brought his bride with him. It all sounds funny but he looks much happier so father must be O.K. Thanks for the "seegars."

C. Quintana of the Winding Room, South Park Shops, to the complete surprise of everyone, relinquished his bachelor quarters and embarked upon the sea of matrimony on June 23rd, when he trekked to the little church and married Miss Clemencia Lopez. We all extend most hearty congratulations, and wish them an abundance of happiness.

Another well directed shot from the bow of Dan Cupid landed squarely in the Drafting Room of the Engineering Department forcibly striking W. S. "Bill" Olds with the result that he asked Miss Evalyn Virginia Bosworth to become Mrs. Bill. The wedding was held in the Little Church of the

Flowers, in Glendale, June 8th. Bill's many friends and coworkers presented him with a beautiful carving set to match the service set presented him by his father, and the newlyweds started their honeymoon with the best wishes of their many friends for much happiness.



Katherine May, an eight and one-half pound baby girl, has been residing at the home of Conductor C. W. Dunn of Division Two since the 16th of May. All concerned are doing nicely and father is looking very happy.

Conductor S. D. Selby of Division Two reports the arrival of Hillard Quentin, on the 20th of June. He tipped the scales at six and one-half pounds, but it will be some time before he weighs as much as dad.

For Sale

Electric Washer in fine shape. Cost \$125, will sell for \$50 cash or \$65 on terms. Motorman G. S. Mattern, 230 E. 83rd St.



H. N. COLE

Motorman Nate Robinson of the "R" line waited for a lady passenger to cross the street and board his car. As she passed out of the front door he felt a tug at his coat pocket and heard a "thank you so much." Later Nate found a big new silver dollar in his pocket, and, well, he says it pays to be accommodating.

While on the subject of dollars, this one is worth relating. A few Sunday mornings ago, Conductor-Line Instructor H. H. Wulf dropped a quarter and naturally it rolled off the car. It was early and very few people out so Wulf marked the spot and stopped on his return trip and found his quarter gone but there was a nice dollar bill in its place.

Motorman Harry Lozier comes across with the latest, and he works the "N" line and has the reputation of being strictly temperate in all his habits. But all the same he says he found a white rat on his car.

Yes, Conductor Line-Instructor Harry Cromier has become very fond of fishing. Recently he and his better half spent part of two days and all night on a barge and caught all the fish he could carry, and in a few days he went back for more.

Pay day means something to most of us, but it was just another day with Conductor C. D. Burnett on the 25th—only a little more so. It was a warm day so Burnett discarded his coat for a while, and it contained his pay check and about

twelve dollars in money and tokens, all of which was gone when he put his coat on again.

Motorman H. D. Ortega accepted an appointment in the Sheriff's office, so beginning on the first of the month he became a full-fledged Deputy Sheriff.

Motorman E. A. Gardner, whose health hasn't been very good of late, is now flagging. He evidently likes it as he may be found on duty almost every morning a half hour ahead of time, for which we conductors are extremely grateful.

If you want to see a busy man, just watch Conductor and Extra Traffic Man E. S. Lee sell tokens at Seventh and Hill streets on Monday mornings.

On account of the death of his father, Conductor J. M. McIntyre made a hurried trip back to his home town in the middle west, where he spent a week.

Conductor J. H. Martin received a summons to the bedside of his father, who is seriously ill at his home in New York City.

Oklahoma has been calling Motorman J. H. Johnson for these many years, so now that he has a new automobile he has heeded the call, and left on the first of the month with his family for a sixty day trip.

Conductor O. Arguello was again called to Tiajuana on business, where he spent a week. He is one of the heirs to a large estate there which is being settled up. He took a flying trip to Ensenada where he caught some Yellowtail fish weighing from twenty to thirty-nine pounds.

Conductor D. W. Nycum has taken a ninety day leave of absence. No information at hand as to how and where he will spend all of that time.

In order to rest and build up a somewhat run down condition, Motorman C. W. Judd has been given a sixty day leave of absence.

After a thirty day trip to Nebraska, his old home, Conductor R. W. Stevens is back on the job and is looking fine and rearing to go.

Motorman I. T. Schuler is driving his new Paige automobile to St. Louis. He expects to be gone for about sixty days.

No, W. O'Hern and W. C. Morgan haven't been on a vacation. They have been doing duty on the work train for several weeks. They are back on their runs again now.

For turning in an expensive umbrella Conductor Martin Sasolow recently received a substantial reward. He says a few more donations and he will be able to take his vacation.

Motorman F. Burke has returned from a sixty day automobile trip to St. Louis.



H. F. NELSON

Conductor E. F. Durkin received word that his father was very ill in Decatur, Indiana, and obtained a thirty day leave of absence in order to go back and make a visit.

Conductor F. W. Godel has been granted a ninety day leave of absence and is taking his wife to Newberry Springs on account of poor health.

Here's the latest excuse for a miss-out. Conductor E. G. Koller decided he would take a good cold bath before going to work on his night run and soaked too long for he went to sleep and when he woke up it was just time for his run to pull out. The next three days he was here on time but he didn't pull out.

Conductor E. R. Morrison has resigned and is planning on going on a prospecting trip. Here's wishing him all kinds of luck and may the gold be plentiful and easy to find.

Motorman W. V. Holman resigned some time ago to try other work and is now gracing the foot of the extra list and is glad to be back. It will take some time before he and his brother A. J. will be able to choose the same run.

Another pair of brothers are split up due to the fact that Motorman A. J. Skinner has gone to Canada to visit his folks for sixty days. He threw up his run before leaving as there was some doubt as to his returning to Los Angeles on account of his father's health. Let's hope he decides to return as he is a nice boy to have around.

Conductor H. A. Chaudoir spent eighteen days working around home and short trips to the various beaches.

We wish to extend our sympathy to Motorman H. Gant whose father passed away on the tenth of last month.

Conductor H. Boyett has been granted a ninety day leave of absence to try out on the Police Department. He looks real good in the new uniform and is well satisfied with the work, the only drawback is that he doesn't know just what to do with sixteen hours a day that he is off duty. He has been working a night run and a tripper for months and is accustomed to more work and less play.

Conductor J. J. Buono is spending seventeen days in Oroville visiting with relatives.

Motorman E. T. Ellegood injured his back some time ago and is still at home recuperating.

Conductor W. M. Murane has resigned and is moving his family to Westwood where he intends to locate permanently.

Conductor J. L. Degen returned to work for a few days after spending several weeks in the hospital. He was unable to hold it down and is now spending his spare time in Emmett, Idaho, where he expects to stay for the next sixty days.

You boys want to be very careful about bumping into Conductor F. R. Conkling as he is wearing his false teeth in his pocket and they might accidentally snap at you if you get too close.

Superintendent Dickey, Foreman Madigan, and Clerk H. F. Nelson spent the 23rd of last month hunting rabbits on the ranch of J. P. Miller who is now located east of Lancaster. Although the weather was a trifle warm all enjoyed a good time and managed to bring home a few rabbits. Conductor E. E. Sanders and a party of friends were hunting in the same vicinity and were eating rabbit for several days after returning.

Motorman H. B. Marques and Conductor W. B. Mills have just finished a two weeks rest and are now back on the job feeling very much better.

Conductor R. S. Smith has been granted thirty days in which to return to Rock-

ford, Illinois. He will bring his parents back to Los Angeles with him to make their home here.

Conductor A. H. Eidsen has resigned and has taken up other work.

Motorman H. M. Larson was driving home about three weeks ago when another auto collided with his and resulted in a broken arm and a broken auto for H. M. The arm is getting along nicely and he expects to be back to work soon.

Conductor A. S. Lewis is also taking life easy at home due to injuries received when an auto struck him while changing ends at the terminal. His back is still pretty sore and he doesn't know just when he will be able to report back to work.

Conductors L. Shelley, George Spilker, C. E. "Red" McClain, (the boy who keeps the Stenographer's vase filled with roses), F. Habich and Motorman C. A. Wells have returned to work after leaves of various lengths and are ready for another year's work.

Conductor H. M. Jones has been granted his indefinite sick leave and will leave work alone until he has regained his health.

We extend our sympathy to Motorman F. V. Dennee and his wife whose twin babies passed away the day after birth.

Conductor J. L. Morefield has resigned and is leaving for Oklahoma where his mother is very low.



Division Three

L. VOLNER

Motorman Johnson has returned from his trip to Canada, and maybe you think his conductor E. C. Bradley wasn't some tickled boy to see him.

Now that vacation time is at hand, all those who can be spared, or can afford to are taking advantage of the season. Clerk W. H. Gilmore took his vacation during June, spent most of the time at Yosemite, but after returning from there made a trip to San Diego and Tia Juana. With Mr. Gilmore on these trips were his wife and son, and his brother-in-law and wife.

Motorman F. M. Osborn wanted to take a vacation, but says he is too busy breaking in new men, so he sent his wife alone on a vacation to Denver, Colo.

Instructor Joe Hagen is to make a trip back to his old home, Louisville, Kentucky, during the month. Mr. Hagen says he has been gone twenty-five years and knows things won't look the same, but that the taste will be as of old.

One of our popular Conductors, E. C. Croughan, is as full of jokes as a pet coon is of fleas—his latest—"Why is a street-car like a locomotive?—Smokes on the front end."

The M. & L. Market, just opened at the corner of West Avenue 34 and Verdugo Road, is owned by Supervisor Mojonner and Conductor Leggitt. They would be pleased to have all their friends pay them a visit, and will assure them good merchandise and low prices.

Switchman Charlie Merrill, with the

help of the yard men, has his flowers and the lawn in front of the assembly hall coming along fine.

During the recent shake-up on the "B" Line, some very strange things happened. Motorman H. T. Parks was expecting to have to take a night run, to get something that suited him—but when his time came to choose he got 101. About the saddest person after the shake-up, was Conductor W. R. Hobdy—he lost his old Motorman—L. Rosa.

Conductor C. J. Ritter was to make a trip back to Oklahoma after the fourteenth of July, but has cancelled same on account of his folks coming out here.

Instructor Grant Clear is to take two weeks off this month, during which time he is going to visit the various beaches.

Motorman D. H. Young did not heed the old warning—"Never to run after a street car or a woman"—but started in high for a car. Somehow, he doesn't know just how he hit the pavement. He dislocated his shoulder, and will now be seen with that member in a sling.

At last Switchman Meloy thinks it has gotten warm enough to venture out on a fishing trip. On the 12th of June he chaperoned the following trainmen on a very successful outing: F. Strauss, C. L. Westenburg, D. H. Young, J. S. York, E. B. Hughes, E. L. Burke, H. B. Thompson, A. J. Plummer, Eckenwiler, P. M. Turner, J. R. Holland, L. E. McKibben, E. Y. Davenport, L. L. Sweet. Meloy's next expedition is to be Catalina.

Motorman D. E. "Boston" Greaves died suddenly, while on the road on June 27th. His death was a great shock to all his friends as he was in the best of spirits while in the barn that morning joking with the boys.



Division Four

C. J. KNITTLE

Hello, gang. The vacation season is in full swing over here. Even our energetic little stenographer, Esther Pearce, has left for Yosemite. Esther warned us not to mention it but just as Two Bells was going to press a post card arrived stating she was enjoying the trip very much.

Conductor A. S. Martin and Motorman R. F. Ostrander were suffering with serious sunburns at the time of this writing.

Conductor H. Buckman has just returned from a sixteen day vacation which was spent mostly at Murrietta Hot Springs.

Conductor W. H. Snow took a week off to visit his daughter in Beaumont, Calif.

Motorman M. L. White is on leave to try out the position of paymaster of the City of Glendale. WOW!

Conductor P. Muller is on a sixty day leave to try out the police force.

Conductor R. H. Wright has been granted a leave to try out carrying mail.

Motorman V. G. Miller is on the sick list.

Conductor D. J. Van Derlinden, who has been on the sick list for several months was reported in a serious condition recently. We hope by the time this goes to

press he has taken a turn for the better.

Conductor J. M. Walker is taking a fourteen day rest.

Safety Operator O. H. Bennett was granted a thirty day leave to visit his wife, who is ill in Dallas, Texas.

Motorman D. L. McDonald returned July 1, from a thirty day leave, which he was granted to take care of his mother who was seriously ill.

Jack Barden, Yardmaster, treated himself to a three day rest starting July 1.

Conductor L. L. Smith resigned June 13.

Safety Operator A. J. Hester has been granted a sixty day leave to drive to El Paso and may continue through to Tennessee.

Motorman Herman de Jager, on sick leave, has left for Yosemite to recuperate.

Conductor Edward Muckey is leaving July 10, for his home in Northfield, Minn. He was granted ninety days leave.

Conductor L. H. B. Farr returned to duty June 18, after being laid up three months with injuries received when he was struck down by an auto.

Cash Receiver Raymond Smith has finished building his camp in the Santa Susanna Mountains and is giving a house-warming party this month to the Boy Scouts of Manhattan Beach Troop.

Cash Receiver F. W. Goss flew to Frisco, June 26, in a plane piloted by his son, Wentworth. Wentworth, an air mail pilot and lieutenant in the Air Reserve Corps, was married on the evening of their arrival. Elizabeth Goss of the Auditing Department, a sister of Wentworth's, also attended the wedding.

Our sincere sympathy is extended to W. L. Greenwood, Safety Operator and Extra Clerk, whose mother passed away recently in New York. Greenwood was given a thirty day leave and started east when he first received word his mother was seriously ill. At Winslow, Arizona, he went into a drug store and to his great surprise met Frank Ervin, our Night Switchman, who was returning from a trip to Missouri.

We also regret to state Motorman P. E. Doll's mother passed away June 20. The funeral was held June 22.

A trainman's cap number is issued and worn for the purpose of identifying him in cases of commendations or complaints but here is another way in which they have proved of value. Safety Operator L. Ogle's little boy, about three years of age, wandered away from home a few days ago and after traveling three or four blocks, making right and left turns enroute, suddenly realized that he was lost. A passerby picked the chap up and it was only a matter of minutes till he was safe at home. The little fellow had dolled himself up with his daddy's uniform cap for the trip.

Conductor J. M. Johnson is suffering with two broken bones in one of his hands, received in a friendly scuffle with visitors at his home.

Motorman Dusty Rhoades has added a Buick Roadster to his worldly goods.

Only five trainmen are on the sick list at this time—and they are all motormen.

Nine new motormen, five conductors and two safety operators were assigned to this division during the past month.

Let's listen to Freddy Mason awhile.



Division Five

FRED MASON

This is a great month for vacations. Look at 'em go.

Motorman W. J. H. Hewett is making the biggest trip of all. He's taking off sixty days and is headed for England, Luddom, Norfolk, to be exact. Bill hasn't been back home for several years and has been looking forward to this trip for some time. Bon voyage Bill, and take a bottle of Bass for me.

Motorman Tom Schrader has to take two vacations to get one. He's off for nine days—then he's coming back for the Elks' Convention, after which he will take another week. He doesn't say where he's going so you can look for him around San Diego.

With the old Cadillac still running good, Motorman Rufe Farmer is going to pack up and take a fifteen day trip to San Francisco.

Another one of the boys got homesick—Motorman W. B. McCarter. He's taking ninety days off and going back home to Greenville, South Carolina.

The last big trip Motorman Harry Gorton made, was to Toronto, Ontario, Canada, and on the way back the faithful flivver flopped over on him. However, that's nothing to Harry and he's going to do it again this year on a ninety day leave of absence, starting the 15th of this month.

Conductor O. E. Spidler and his family are making a trip to Chicago, Illinois, and will be gone for thirty days.

Another Canadian tripper is Conductor Frank Weir. He's going to be gone for ninety days and is going to Alberta.

Conductor J. C. Clarke is going to San Francisco this year and will be gone for thirty days.

Knoxville, Tennessee, must be a great place in Conductor J. E. Clark's young life. He's taking off ninety days and is going there again this year. Maybe he will bring her back with him this time.

Everybody seems to be going back to their old home town. Here's Conductor A. A. Blaubach taking off ninety days. He is going back home to Cedarsburg, Wisconsin.

Another homesick baby pops up in the person of Conductor Howard Keene. He's only going for sixty days, most of which time will be spent at home with the folks at Duquesne, Pennsylvania.

Well, here's one who's not going home. He must be a native son. Conductor J. M. Crane is taking off a couple of weeks and is going to Camp Radford.

Motorman M. E. Shanahan also thinks well of the California scenery. He's taking a couple of weeks off and going to Yosemite.

Toward the end of this month Motorman A. W. Palmer is driving the Essex Coupe back to Armstrong, Iowa. He's going to have a keen looking trunk put on the car just for this trip so that he can take all his souvenirs back home.

Here are the boys who have had their vacations and are back on the job, feeling fine.

Motorman M. Knudson was off for fifteen days just dodging here and there.

Motorman H. L. Parke is back from his fifteen days vacation—spent at Yosemite.

Conductor C. W. Melcher spent his vacation at Paso Robles and had a very fine time.

Motorman George Rupp was off for sixteen days during which time he took a trip to Santa Barbara and spent the rest of the time around town.

The two fishermen, Conductor Fred Buxton and Motorman Bill Atchison, caught all the fish at Oceanside and then came back and started in at Redondo. They had some very good luck and brought back plenty of fish.

Motorman S. B. Smith and his wife had a very pleasant two weeks, driving to San Francisco.

Conductor J. O. Bauer, whose health hasn't been any too good during the last year, has resigned and is going back to Wheeling, West Virginia. We all wish him the best of luck and hope that the change will prove beneficial to his health.

Conductor C. E. Otwell has resigned, having obtained a position with the Union Pacific Railroad, Yermo, California. Good luck to you Otwell.



Shops

JACK BAILEY

A. Perris of the Truck Shop, and R. Shollin of the Pattern Shop, are on a three-weeks leave of absence to motor up to British Columbia.

B. M. Cinnamon, Clerk of the Truck Shop Office, and family spent the week-end of Saturday, June 22nd, at Santa Barbara.

A. Harlow, Truckman, is sporting a 1925 Willis-Knight Six. J. Giles, Truckman, went him one better, a 1928 Buick.

A. McCleanthan, Truckman, spent last week-end at Laguna Beach trying to rest up. He says there were two many bathing beauties, and no rest for the wicked.

Introducing two new men in the Truck Shop, W. Mattson and J. Mathis.

H. Balding has left the Truck Shop service.

Truckman R. Baxter is on his vacation, a week at Ocean Side and Tia Juana.

Truckman W. Mattson, was called away to Duluth, Minnesota, on account of the serious illness of his mother. He was granted a thirty-day leave of absence to make the trip.

H. Connors, of the Carpenter Shop, was off duty a few days last week due to a change in diet. It seems that Mrs. Connors had just returned from a motor trip through parts of Oklahoma and Missouri. Harry was not accustomed to a real meal while she was away.

Mr. Dwayne Orton, of the Carpenter Shop, is back again this summer. We are very glad to have you back, Dwayne.

Carpenter E. Carmody is away on his vacation.

Received a post card from Tom Maguire of the Curtain Department. He was passing through the Panama Canal on May 28th, feeling fine, lovely weather and no one sea sick yet.

Sam Messina, formerly with the Curtain Department, was in Los Angeles last week and gave his old friends a surprise visit. Sam is working for Uncle Sam down in Arizona.

Carpenter Maurice Cass can't make those funny noises any more. He has a mouth full of gold teeth.

H. Furrer, Assistant Foreman of the Electrical Wiring Department, just returned from his vacation trip spent with his wife. They traveled 900 miles up the Pacific Highway and came back via the Redwood Highway. The Essex performed beautifully.

Arthur Gerrard, Electrician, took a half day off last week. He has been contemplating marriage or a new car. He has not exposed his choice yet.

T. O'Connel, of the Winding Room, with his family, is spending a week at local beaches resting up.

G. Neuschwanger, Millman, was granted a thirty-day leave of absence from the first of June.

B. Winston of the Mill is contemplating a trip in the near future to Catalina as he has signed up for rates for himself and wife.

Painter John Shultz is back from his two-weeks trip to San Francisco.

Painter W. D. Taylor is vacationing at Bishop, California.

H. P. Koster, Foreman of the Paint Shop, left on his two-weeks vacation June 17th. By the time this goes to press we won't be able to offer Harry much for his vacation.

R. Catherman, of the Paint Shop Office, left Saturday, June 29th, on a thirty-day leave of absence. He and his wife plan to motor up the Coast as far as Seattle and Spokane, Washington.

A. Williams has a new Whippet while his partner in the Fender Shop, B. Willenborg, is sporting a new Ford.

Y. Duron, of the Fender Shop, and his wife, spent June 8th and 9th at Catalina.

The following verses were received from Mrs. T. J. Hobson the other day by air mail from New York.

Today my thoughts are turning
Back to dear old South Park Store.
Just a few short weeks since I left you,
But it seems more like a score.

I close my eyes and see a picture
Of all of my old gang,
And I'll tell you all about it
If you'll please excuse the slang.

C. A. B. is on the job,
Making things go with a vim,
Of course you can carry on without me,
But how would you ever do without him?

Then there's Bill Reynolds with his three
telephones,
And two girls to ask him questions;
And the "Deacon" coming in now and
then
To make a few helpful suggestions.

Florence Heinig with her sunny smile,
And demure Miss Dowrey, too,
My very best wishes I send
To every one of you.

Of course "Umbolt Ben" is roaming round
With his notebook in his hand;
And Tony Kieffer is busy, too,
Working to beat the band.

Frank DeBaun is a busy young man,
And Tom Gray, too, is hitting the ball;
I hope Army's team wins a lot of games,
Here's luck to one and all.

Scholes and Lee and Randy, too,
Smith and Walker and the rest of the
bunch,
Putting in your nine hours a day,
With thirty minutes off for lunch.

In my picture I can see you all
Lined up in an orderly row,
Waiting with greatest impatience
For the four-thirty whistle to blow.



Motor Coach Division

HARRY NORDMARK

The buzzer sang out and Operator J. Wismer pulled into the curb but no one left the coach. He proceeded, only to hear that agitating signal again. Again he stopped and no one got off. The false alarms continued until in despair he watched the passengers in his mirror and he finally discovered the short circuit to be a huge black lady whose head reclined against the button and now and then made it shriek as he dozed on. Wismer asked the aid of his Conductor, G. Pawling, but she paid no attention whatever to that worthy. Chewing gum is offered as a prompt solution to this problem.

As H. Evans was heading his coach toward the Garage a young lady rushed from the curb on 16th street and hurled herself directly in his path, apparently with the intention of killing herself outright. Evans saw her at once and stopped as quickly as possible but not until she had been knocked down, cut and bruised. Can anyone explain why she picked on him?

Our night cashier, W. S. Campbell, has completely forgotten his big money interests and is concentrating on the beauty of Grand Canyon, Arizona, during his vacation. We understand that he had some trouble getting used to that bright Arizona sun.

J. F. Ester is also exploring that region for very rare stop boulevards. Zion Park and other scenic wonders will also be thoroughly analyzed if the old bus feels ambitious enough.

Thirty days leave was granted W. H. Coker to visit his folks and the old home in Mandan, N. D. He is probably raving about California to them by now.

Much abashed and with ready apologies, N. R. Haynes reported for work Sunday morning at 6:30 A.M. with the firm conviction that he had missed out after falling asleep on an "S" car and bunked it to the end of the line. It developed, however, that he was still slightly damp and could have made several round trips on that car if he so desired. He had copied the daily schedule instead of the Sunday one and was not due out for several hours. "Oh, Haynes, how could you"?

After two years of dodging buttons W. A. Brewer has left the service and will try something new in Frisco. We wish him much prosperity and hope he will not forget his friends of the division.

A. E. Johnson pleaded for a months

leave that he might make it safely to Frisco and return in his Oldsmobile. Although he was only able to get four days he decided that he would have an hour there at least if he drove the bus for all she was worth and, by golly, he made it.

Just when all overheated operators are taking to the ocean Bill Johnson was unfortunate enough to contract the flu. After a hectic two weeks battle he completely vanquished the enemy.

A cowardly hit and run driver, whose truck had crashed into Conductor F. J. Heck's coach broadside, backed his truck out of the wreck and attempted a get-away. Heck jumped onto the running board and rode for several blocks, until he saw an officer, while the driver slugged him, kicked him and did everything but hit him with a monkey wrench, because he didn't have one handy. That's what you call "sticking to it."

GARAGE

When a parked taxi on Long Beach Blvd. loomed out of the night, R. Wildung's machine could not avoid it and a terrific crash followed. The force of the collision threw Wildung forward and his mouth hit the steering wheel, breaking his jaw bone. One tooth penetrated the roof of his mouth and other front teeth were broken so badly that a bridge was necessary. His wife was also badly shaken and bruised. Wildung thinks that an auto isn't even a necessary evil now.

After covering 3500 miles in Northern California and Oregon, visiting principal scenic marvels in that territory, this scribe can ably verify the beauty of those northern resorts. I wish to report the road in excellent condition for other Los Angeles Railway tourists, and don't try to pass any new Fords.

Frank Ralphs and his family explored the mountains near Red Bluffs, Calif., during his vacation. They were the guests of Frank's brother who resides there and who made their visit most enjoyable.

Strangely enough, Bill Decker, of the office, insists that the goats over at Catalina are not biting well this season, after his unsuccessful expedition into those infested wilds. He set sail one balmy evening with heavy artillery and many men in the good ship "I'm Alone." From exclusive reports over the radio we gather that one of Wrigley's wardens got Decker's goat when he pinched all of Bill's sheep snippers and threatened to turn them over to the Humane Society. Nevertheless a good rosy tan was enjoyed by all.

Anyone desiring expert plumbing service would do well if he got in touch with B. Fairbanks of the third shift. He guarantees to flood the house, ruin your clothes and divert the water out of the roof vent pipe instead of the faucet. His latest experiment in his own home proved the above mentioned success except that he also thoroughly soaked his daughter and himself for good measure.

Spring fever made an acute attack on C. Simmons and he was advised that outside work was slightly detrimental to him. This accounts for his happy countenance in the shop and for L. Chiaro's fortune to be basking in the sunlight that is part of that same job.

D. Ovard and W. Craig joined forces for a vacation trip to Grand Canyon and vicinity with their families. Both the Dodge and the Buick are loaded down like furniture trucks. When they get back the debate will be, resolved that Craig's Dodge towed the Buick or that Ovard's Buick pushed the Dodge.

Did you lose your dog? Call our lost dog department at once. Dorothea Rankin the telephone operator is in charge. If she hasn't it then she will notify her assistant, Jack Savage, and between the two of them they will surely find some evidence that may or may not be of assistance to you.

Three hours after leaving the Garage on a fifteen minute emergency call, W. Bates returned. Naturally his Foreman, H. Rout, was slightly worried. Bates explained that the display of aggravating females on Warner Bros. human billboard held up traffic that long. That is one explanation Rout did not doubt.



H. K. CONACHER

DIVISION ONE

Introducing the new men at this division—A. A. Heffner, E. N. Stanley and G. P. Keasler. Make yourselves at home, boys.

Dave Frame is our new watchman on the night shift. We are all glad to have Dave back with us again at Division One.

C. Christophersen has just returned from a fifteen day vacation in the High Sierras, stopping on the way to see Jack Bradley, who is located near Fresno. Jack is doing fine and sent his regards to all the boys.

H. W. Crevling is improving slowly from his attack of illness and hopes to be back on the job soon. We all wish him a speedy recovery.

G. A. Smith has just returned from a ten day vacation spent in and around San Diego

S. Luckhurst has resigned to take a job as motorman out of Division Four. The boys all wish you the best of luck, Sid.

Geo. S. King has returned from a three weeks vacation spent with his folks in St. Paul, Minn. He had a very enjoyable trip but says that California is good enough for him.

Clay Heywood, Foreman, left on July the first on a trip up north amongst the tall pines.

Harry Ogden is spending his vacation motoring around California.

E. L. Swartz has returned from a two weeks vacation at Catalina Island.

DIVISION TWO

Wm. Christmas has returned from a two weeks vacation spent below the Mexican border partaking of the wonderful climate and hospitality.

J. Christensen, formerly of this division, dropped in to pay the boys a visit last week. He reports everything fine on his Idaho ranch.

"Doc" Robey has pensioned his faithful old Ford and is now driving a later model roadster.

J. Sottile reports a successful hunting

trip to Lancaster where he and party bagged quite a number of rabbits.

E. Gaston and D. Yates took a day off recently and went deep sea fishing. The water was very rough but the boys brought back a good catch of halibut and bass.

"Doc" Mullins entertained his daughter and grandson from Catalina during last month.

Chas. DeBaun, Storekeeper, is at present relieving the other division storekeepers who are on vacation. Victor Lee is pinch hitting for Charlie.

Fred Richards has sold his home in Willowbrook and moved in a little closer to his work.

Geo. Singer and wife spent a couple of days last month in Santa Paula and Ojai, in Ventura County.

Ichinose, our Japanese sheik, janitor, conductor and office boy, reports having an enjoyable time at a picnic held recently at East San Pedro.

All of the boys extend their sincerest sympathy to "Scotty" Carmichael whose mother recently passed away.

J. Pitts is back on the job again after being off for a few days with a severe cold.

Automobiles and radios make liars of most men so we are just standing by waiting for "Babe" Brown to spring his first one about his newly acquired "Majestic."

DIVISION THREE

The wife and daughter of Chas. Unwin left last week for a visit to their old home in England. The boys all join in wishing them a very pleasant voyage and a wonderful time.

Clyde Hamlin is off on sick leave due to an attack of rheumatism.

E. J. Davis and E. H. Dittmar are the new men at this division—replacing H. A. Brohn and P. Parker, who have resigned. Glad to have you with us, boys.

Any one who has a car for sale that doesn't have to have water in the radiator, see J. Hoshine, car cleaner foreman.

Thos. Blanchard has resigned to take a position with the Standard Oil Company at Las Vegas, Nevada. Good luck, Tommy.

G. K. Davis is working as an extra repairer on the night shift. Help him along, boys.

DIVISION FOUR

Cecil Gerrard has returned from his vacation, part of which was spent at Morena Lake and the rest down near San Diego ?????

Thos. Childs reports that his wife is improving slowly after a long spell of sickness. Glad to hear it, Tom.

Any one who desires any pointers on how to acquire a nice coat of tan, see Earl Newhard.

Jim Inman spent last Sunday up in the vicinity of Palmdale exercising the jack rabbits.

Clyde Holland has traded his old Star for a 1924 Studebaker sedan.

Introducing H. L. Browne and C. E. Browne, two of our latest additions to the gang. These two boys formerly worked as car repairers in Omaha, Nebraska. Glad to have you with us, boys.

DIVISION FIVE

Harry Dixon, first Groupman, is spending his vacation in his old home town, Kansas City.

Wesley Wilson, Storekeeper, has returned from a two weeks vacation spent at Yosemite.

H. G. Coleman is the latest addition to the night shift. Glad to have you with us, Harold.

R. W. James and C. F. Jewell went out on a fishing trip on June the 10th on one of the barges. They brought home a few fish even if they did have to buy them.

J. T. Albright has purchased a new seven tube radio set. We hope that when he comes to work that he doesn't forget to wear his shoes.

Glen Bartlett has returned to work after being off for a week with a bad cold. Glad to see you back, Glen.

We understand that W. A. Elmsblad has been humming that popular song, "My Troubles Are Over," since having his teeth pulled out.

Jack Graham who was with us last year during vacation time is back again this year. Glad to have you with us again, Jack.

D. H. Beyer has taken thirty days off to settle up some business back in Pittsburgh.



H. I. SCHAUBERT

Joe Ovard furnished some excitement for the boys at the Garage the other night when gasoline from a leaky hose ignited on the exhaust pipe of Joe's truck. Joe promptly got rid of the blazing hose, and in doing so, sprayed himself generously with burning gasoline. He says the beating he received from his men who were trying to extinguish the fire was nearly as bad as the burns would have been.

Elmer Mitchell returned from his vacation on the twenty-sixth of June, with a glowing account of wonderful trout fishing in Mendocino County. He claims that his appetite for trout has been satisfied for at least a year.

Supervisor Flemming is showing great consideration for his fellow man in planning his vacation. He states that rather than rob Cal Simmons of all his pet fish in the bay at Anaheim Landing, he will spend part of the time at Big Bear Lake.

There are two new faces in the Yard: J. C. Sleeper, who is proving to be a big help to Johnnie Teegarden, and F. H. E. Pierce, Watchman. Both of these men were formerly in the Operating Department.

Bill King, Night Foreman on Welder No. 1, is taking his annual two weeks look at the sun. Al Curfman is relieving him.

After receiving much mis-information from the jokesmiths in Vernon Yard regarding the terrors to be encountered on a trip over the Ridge Route and on to Sacramento, Roy Davis has started fearfully forth on the great adventure in his brand new Ford.