

TWO BELLS



IN THE HEART OF LOS ANGELES



To Mothers Everywhere

GOD could not be everywhere; therefore He made mothers. As a tribute of love and sacred recognition, Sunday, May 12th, has been set aside as "Mothers' Day."

An understanding heart knows that there is no one so dear—so absolutely lovable as Mother. From the days when we were but prattling babes and on through the long years that followed, she has shared in our tribulations with her sympathetic love. It is therefore only fitting and proper that we should recognize this day with perhaps a letter that unfolds our hearts in appreciation, or maybe a telegram bearing the sentiment of the day. These messengers will no doubt bring her unmeasured happiness and fill her heart with joy.

Those of us who have cause to rejoice that our Mothers still live, will wear the bright flower, while to those Mothers whose supreme work of love on earth has ceased, the white flower will be a sign of homage.

Decoration Day

IN 1868, John A. Logan, Commander-in-Chief of the Grand Army of the Republic, designated a special day, May 30th, "for the purpose of strewing flowers or otherwise decorating graves of comrades whose . . . bodies now lie in almost every city, village, or hamlet churchyard in the land."

Although there is no national law on the subject, practically every state in the Union has adopted the day, together with Porto Rico, Hawaii, Alaska and the District of Columbia.

In the South, however, the observance of Memorial Day, or Decoration Day, is not confined to any one date but varies from April 26th in Alabama, to June 3rd in Louisiana. In Virginia the day is known as Confederate Memorial Day.

Memorial Day has been one of the greatest factors in bringing the North and South together in that the bitterness and hatred surviving the Civil War may be blotted out.

"Let us then, at the time appointed, gather around their sacred remains and garland the passionless mounds above them with the choicest flowers of springtime . . ."

"Let no wanton foot tread rudely on such hallowed grounds. Let no vandalism of avarice or neglect, no ravages of time, testify to the present or to the coming generation that we have forgotten . . ."

Life's Dividends

I am an advocate of more courtesy, not only in business, but in the business of life. A frown isn't even marketable; a smile pays dividends all down the line. "I thank you" is just an ordinary decency we owe to those who have helped us along the way. "Please" is a little word, but it sometimes works wonders. The grouch is his own punishment. Kindliness is the light that it is always in our power to shed upon the paths of our fellows.—*Jerome P. Fleishman.*

Two Bells

A Herald of good Cheer and Cooperation.

Vol. X.

MAY, 1929

No. 15

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JANET CONVERSE
W. T. SHELFORD

Publicity Manager
Editor

Division Two Wins Cup



Hail the champs! F. B. Slaughter and T. J. Kelley of Division Two capture the trophy for 1929. Credit is also given to the star playing of W. D. Billips and E. E. Smith, alternates, who helped win the honors.

The powers of kings, queens and jacks were put to test in the memorable battle between Divisions Two and Four on May 1, in the final pinochle series played at Division Two.

All the tactics of pasteboard warfare were brought into play, even to smoke screens thrown by Division Four's heavy artillery, but all this did not suffice. Division Two took the first two games which were all they needed to cinch the cup. However, Division Four came back and took the third and fourth games, only to relinquish the fifth to Division Two.

Prior to the final series, Divisions Two and One had been exchanging first place on more than one occasion, but the games between these two Divisions on April 26, resulted in a four to one victory for Division Two, leaving Division One with an average of .550. This strengthened Division Two's lead and brought their average up to .600.

The following is how the teams finished in the race for the trophy:

Division	Won	Lost	Per Cent
Division Two	24	16	.600
Division One	22	18	.550
Division Four	21	19	.525
Division Five	19	21	.475
Division Three	14	26	.350

It is interesting to note that Division One won each of the scheduled series away from home but lost every time they entertained visitors at their own division.

On April 22, for the second time in the contest, a five straight victory was accomplished, this time by Division One on its visit to Division Five.

In comparison with the results of the 1928 contest, the figures for 1929 show greater variation. Division Two won with a higher percentage than did Division Five in 1928, and Divisions One and Four had more games to their credit in 1929. Divisions Three and Five were the only Divisions to show lower figures than the ones they established in 1928.

"Be Carmen Not Cavemen" Says Healy

No doubt a nice heavy club with a stone fastened on the end of it was a very effective way of dealing with unruly people in the Stone Age, and would put a quietus to many an argument, but in the present day and age, courtesy and diplomacy must be used. Such was the logic expressed by Chief Instructor Dan Healy at the division meetings held during the week of April 29, in his talks on courtesy and general appearance.

Healy read reports of complaints that trainmen had failed to use tact in dealing with passengers, the result being a very unfavorable impression of the men on the passengers. The complaints, he stated, were absolutely unnecessary and could easily have been avoided.

In view of the California Electric Railway Association, Shrine and Elk Conventions during May, June and July, respectively, he urged that a little "sprucing up" will help considerably in trainmen's appearances. A new cap; uniform cleaned and pressed; shoes shined; face shaven—would go a long way. Do not forget the back of your neck "as a great number of passengers get a rear view of you and your appearance gives them an impression either for or against you," he admonished. He also pointed out that thousands of visitors will be in the city who are railway men and their families, or people indirectly connected with street railway transportation in other cities, and these people will be critical of the appearance and general attitude of our trainmen.

The guest speakers at the meetings were Detective-Lieutenant Filkas, Captain of Detectives Thomason and Lieutenant Murray of the Police Department. Captain Bean of the Homi-

cide Squad also attended the meetings.

Lieutenants Filkas and Murray spoke on the subject of various types of pickpockets and how they ply their nefarious trade. These officers made an appeal for the cooperation of trainmen in reporting persons who act suspiciously on street cars.

Captain Tomlinson spoke on the importance of courtesy in the Police Department and the similarity of the positions of police officers and trainmen in that both have to be courteous to be successful in their jobs, as discourtesy is not tolerated.

Four Still Leads

It seems to be the regular order of business for Division Four to take first place in the witness race, and so, true to form, they came in the lead with 7.20 for April. This is, however, slightly under the figure of 7.84 for March, but the boys of this Division are consistent in keeping above the seven mark.

Division Five once again took second place and this time with an average of 6.57. This is slightly below their figure for March.

Division Three came in third posi-

tion with an average of 6.20.

Division Two took fourth position with a better average for April. Division One also raised its ante but Superintendent Williams and his boys are still in seclusion in the cellar.

The following are the standings of the various divisions for March and April:

	Mar.	Apr.
Division Four.....	7.84	7.20
Division Five.....	6.78	6.57
Division Three.....	6.67	6.20
Division Two.....	4.98	5.46
Division One.....	4.32	5.01

The total average for all divisions for April was 5.97 and for March, 6.00.



The DOCTORS of TRAFFIC TROUBLES



Back row, left to right: Supervisors Jesse Drayer, H. W. Bailey, J. A. Craig, W. R. Pierce, J. L. Gough, A. E. Seyers, P. J. Bowsby, M. R. Ballard. Middle row: L. P. Bean, N. L. Goddard, E. G. Gilmore, W. P. Perry, J. G. Phebus, H. S. Atchison, F. LaRue, E. J. Pecoud, F. Monnier. Front row: F. J. Whitelock, A. L. Londraville, C. E. Bates, M. C. McLemore, C. B. Polchow, H. M. Farr, W. P. Flannery. Center: S. J. Beals, Chief District Supervisor and W. H. Snyder, Chief Supervisor.

Line delays have happened, are happening and probably will always happen, and that is why supervisors happened.

The photograph shows W. H. Snyder, Chief Supervisor and his formidable array of line supervisors as they appear at the present time.

Whatever some trainmen may think of supervisors because they are inconvenienced by orders from them should not lose sight of the fact that the duties of a supervisor call for responsibility of maintaining service

under adverse conditions on many occasions. His job is not a bed of roses, by any means. Just how well these fellows are performing their duties may be attested to by the fact that many of them have had years of service in supervisorial pursuits and are rendering excellent service.

The oldest man in years of service in the group is Jesse L. Gough. Jesse has been actively engaged in street railway business since October, 1891. The next oldest man is W. R. Pierce, who came over from the old traction

company in 1911. Pierce's record dates back to May, 1898. The next oldest man is W. P. Flannery who started with the Company in April, 1903. The youngest man in the group in years of service is H. S. Atchison, whose record as supervisor dates back to August, 1923.

Chief Supervisor W. H. (Bill) Snyder started in with the Company in March, 1903, and Sherman J. Beals, Chief District Supervisor, started with the Company in September, 1903.

Report for April Very Poor

From the figures on the April report of Complaints and Commendations it appears that the trainmen are slipping back to the poor record in January when 214 complaints were received. April stood at 207 complaints, or 28 more than in March.

Discourtesy increased from 47 in March to 54 in April; Fare and Transfer Trouble from 52 to 55; Starting Too Soon from 14 to 21; Carrying Passengers Past Stop from 18 to 20; Dangerous Operation from zero to 1; Short Change from 16 to 20 and Miscellaneous from 21 to 32.

The only classification to show a decrease was Passing Up Passengers which dropped from 11 in March to 4 in April.

It is sincerely hoped that the talks on Courtesy given by Daniel Healy, Chief Instructor at the Division Meetings, will have a decided effect upon the conduct of trainmen toward their passengers and help materially to reduce the high figure. It can be done—it's been done before.

Commendations Increase

Adding a little cream to the coffee, there were 15 more commendations in April than in March. March showed 43 and April 58.

Returns From North

Mrs. Mabel K. Roberts who has been visiting in Sacramento and San Francisco for the past three weeks, returned home Friday, May 3, after having had a very pleasant trip. Mrs. Ben Welch, an old friend, returned with her from San Francisco and will remain in Los Angeles for a few weeks.

New Coach Line

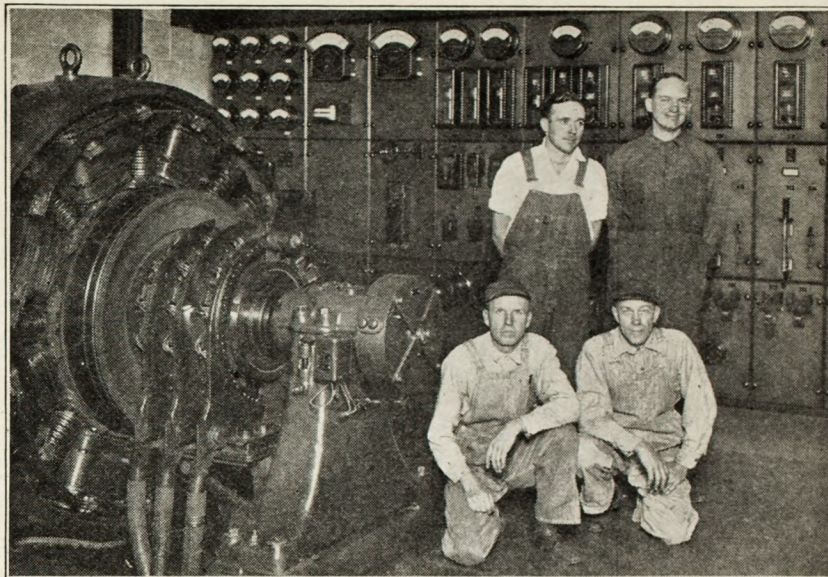
Effective April 22nd, a new coach line known as Avenue 50 and El Paso Drive Line, No. 22, was put in service with coaches operating on a twelve-minute headway.

This line operates from the intersection of Monte Vista Avenue and Avenue 50, via Avenue 50, El Paso Drive, Toland Way, Mendota Street, Avenue 49, El Paso Drive, Avenue 50, Granada Street, Avenue 51, Monte Vista Avenue to Avenue 50, connecting there with Line "W" cars.

The fare is seven cents, or one token, with transfer privilege. School tickets are not honored.

Extra Dispatchers

Conductor C. J. Knittle of Division Four and Motorman C. H. Coxhead of Division Five are breaking in as dispatchers.



Standing: Allen L. Barrett and John G. Parker. Kneeling: John J. Rose and Maurice T. Lander.

This picture is really an outstanding piece of work considering that it is practically impossible to lure these young fellows of the automatic current factories (technically known as automatic substations) away from their work long enough for a picture. Several unsuccessful attempts were made and on our latest shot we found that Fred Warrington, Chief Automatic Substation Inspector, had become camera shy and failed to register. We left room enough in the photograph but Fred did not appear.

The interior scene is that of the Melrose Automatic Substation on Kingsley Drive, and shows a portion of one of the converters and also a portion of the switchboard—the reasons why street cars in that vicinity go merrily on their way.

It is the duty of these young fellows to check up on the instruments and take the readings on their regular inspections; these reports are turned in to the Electrical Engineer.

Maurice T. Lander is Assistant Chief Inspector. He was employed on December 16th, 1908, as Substation Operator and was appointed Automatic Substation Inspector in December, 1921.

Allen L. Barrett was employed on November 10th, 1921, in the Electrical Construction Department as Second-Class Wireman and on January 1st, 1924, was advanced to First-Class Wireman. He was transferred to the Power Department on May 1st, 1929, as Automatic Substation Inspector.

John G. Parker was employed on August 18th, 1922, as Bond Tester. He left the service in September, 1923, but came back with the Company on

May 21st, 1925, as Substation Operator. A few months later he was made Automatic Substation Inspector.

John J. Rose was employed on July 1st, 1919, as Substation Operator and made Relief Operator on August 1st, 1923. Shortly afterward he was appointed Automatic Substation Inspector.

No, Oswald, the inspectors are not absolutely noiseless.

Your Pass is Good at Farms

Through the courtesy of Mr. Frank Ernest, proprietor of the California Alligator and Los Angeles Ostrich Farms on Mission Road opposite Lincoln Park, all employes of the Los Angeles Railway will be admitted free by simply showing their passes.

Both young and old alike will enjoy the interesting and instructive lectures given by competent guides.

There is a 25c charge for ladies and 10c for children. Take a No. 3 or "O" car to the Farms.

Improved Service

Effective Monday, April 22nd, service on Manchester Avenue Coach Line was increased to every twenty minutes, instead of every thirty minutes as heretofore. This new service is up to about 6:00 p.m. daily except Sundays and national holidays.

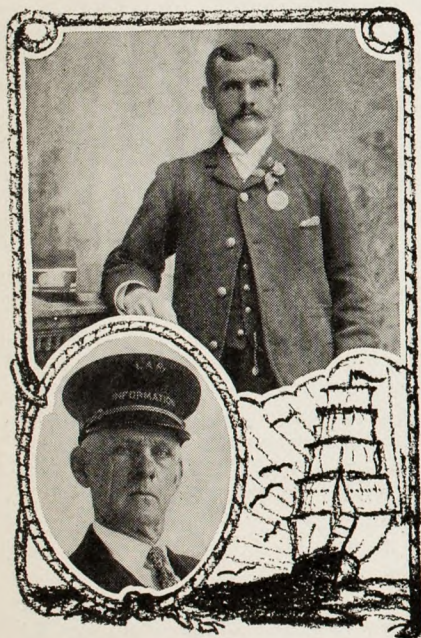
A 12-minute headway is now being operated Saturday nights on the East 9th and Whittier Boulevard Coach Line.

Celebrates Two Score Years of Service

And I have loved thee, Ocean! and my joy
 Of youthful sports was on the breast
 to be
 Borne, like thy bubbles, onward: from
 a boy
 I wantoned with thy breakers—they
 to me
 Were a delight; and if the freshening
 sea
 Made them a terror, 'twas a pleas-
 ing fear;
 For I was, as it were, a child of thee.
 And trusted to thy billows far and
 near,
 And laid my hand upon thy mane—as
 I do here.

—Byron

The mighty seas held no terror for the heart of a young Swedish lad of fourteen years who left school that he might see the world, only to be shipwrecked off the coast of Denmark on his initial trip. The old windjammer was blown off its course in a bad storm and the crew took to the life



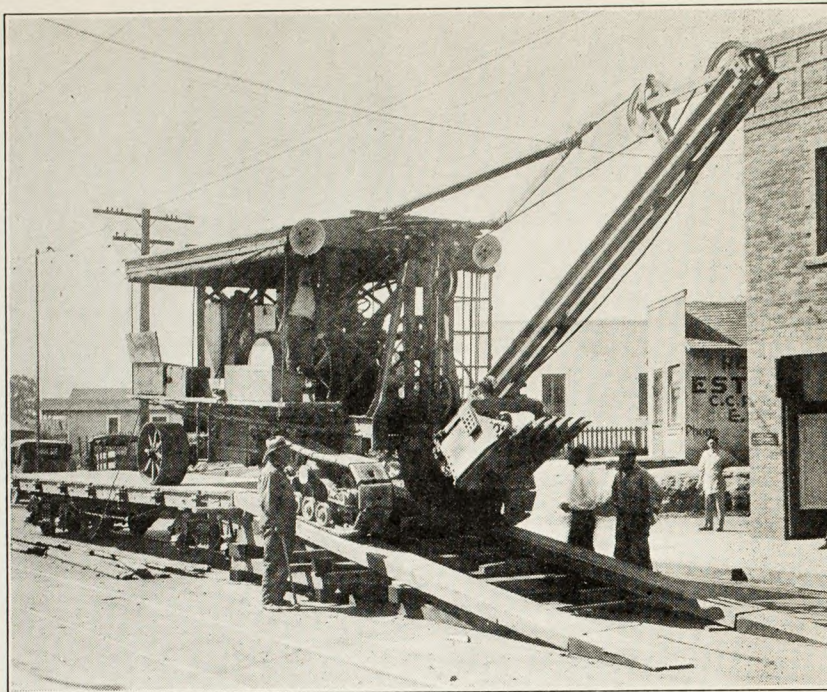
boats. While nearing the shore the boat the lad was on capsized, and he was stunned by an oar that was dashed loose, sending him down. The captain realizing his predicament, went to his rescue and assisted him to the shore.

The narrator of the above is Carl L. Hanson, Information Man, who was born in Gottenborg, Sweden, February 12, 1863.

Undaunted by the disastrous beginning of his sea adventure, he rejoined the crew on a new craft and put in four years before the mast and six years as steward.



Shovel Travels in Style



When Charlie Shelton, pilot of the Electric Shovel is called upon to put his steed to work on a track job, he travels in style on a private car to the location. This has been made possible by the Engineering Department with the provision of a flat car and an arrangement of cribbing so that the shovel can ride in comfort and prevent bunions on its wheels and tractor. The photo shows the shovel getting back on the flat car upon completion of the Indiana Street track job.

One of his longest trips, he relates, was on a sailing vessel with a cargo of coffee from Makassar, a seaport of the Celebes Group, East Indies, to Trieste, which at that time was in Austria.

This voyage took seven months to complete as the ship had to sail by way of the Indian Ocean, round the Cape of Good Hope, Africa, up into the Atlantic Ocean and then into the Mediterranean Sea. It was far too costly for windjammers to be towed up through the Red Sea and Suez Canal.

Hanson's last sea voyage was from Port Natal, South Africa to Galveston, Texas, with the original shipment of ostriches for Mr. Edward Cawston, who was then located at Norwalk. This enterprise later developed into the Cawston Ostrich Farm which is now at South Pasadena.

On this trip Hanson had the opportunity of visiting Southern California and enjoying the sunny climate. He had to return with his ship to Europe, but a letter from Mr. Cawston that he return to California brought him back to stay.

On April 5, 1889, he went to work on the horse cars, with headquarters

at 12th and Olive Streets. Six months later he started with the Los Angeles Cable Railway as gripman, and the old photograph was taken when the duck bill cap, mustachios and iron watch chains were the vogue.

With the consolidation and electrification of lines by the Los Angeles Railway, Hanson changed his title to Motorman with headquarters at 6th and Central Avenue. For thirty-three years he served in platform service and on the 5th of April this year, he celebrated forty years with the Company. He was appointed Information Man in March, 1922, and is at the present time a familiar figure at 5th and Hill Streets.

During his lengthy service with the Company, Hanson has established an enviable record. Courtesy to all is the keynote of his daily endeavors and the fact that he has made numerous friends both within and without the railway family proves conclusively that it pays.

“Who receives a good turn should never forget it—who does one should never remember it.”

Square and Compass Club Activities

At the regular stated meeting of the Square and Compass Club on April 20th, the guests of the evening were members and officers of Bethel No. 36, Order of Job's Daughters, who exemplified their degree work before an appreciative audience of club members and their families. The work was exceptionally well done and an enjoyable evening was had by everyone. Refreshments were served after the degree work.

On April 30th, at Jordan Lodge, the Master Mason Degree was conferred on L. S. Parker of the 16th Street Garage by the Degree Team.

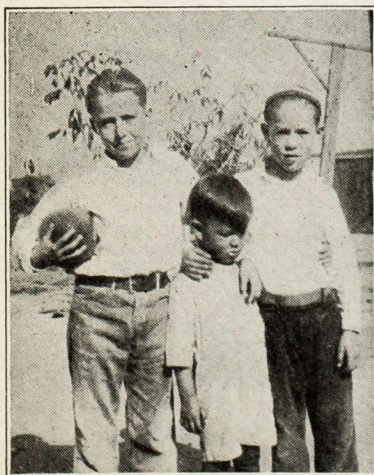
The Degree Team, together with members of the Club are invited to assist in conferring the Master Mason Degree on one of our Company employes on May 13th at Angeles Mesa Lodge and on May 14th the Team and members are invited to Manchester Lodge to assist in conferring the Master Mason Degree.

Last month the Degree Team received its official O.K. from the Grand Lodge of California, enabling it to confer the Master Mason Degree when invited to do so.

The next stated meeting is scheduled for May 18th, at which meeting initiation of candidates for membership will be held.

Visiting Us

Mr. George L. Kippenburger, Vice-President and General Manager of the St. Louis Car Company, is visiting our Company during his stay on the Pacific Coast.

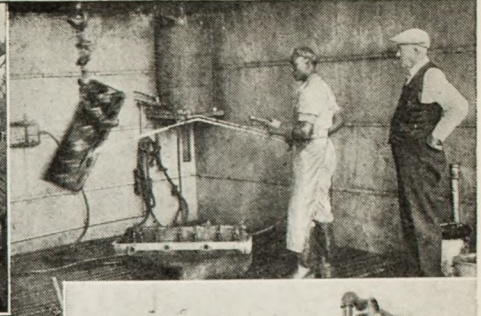
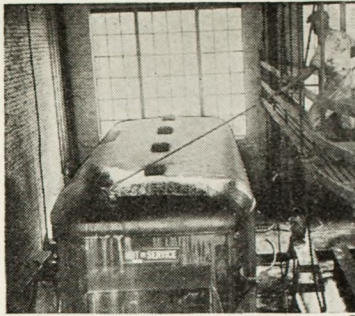


Clifford 11, Lee 5 and Frank 8 years, sons of Motorman F. Houschildt, Division Two.

TWO BELLS



Water Softener at Garage



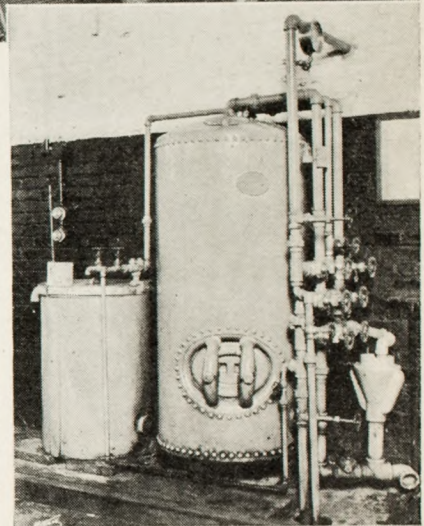
The Order of the Bath at the Garage has been changed with the introduction and installation of the new water softener by the Engineering Department for washing coaches. This is proving a valuable acquisition to the wash rack in adding life to the paint jobs as well as effecting a thorough cleaning medium to engine parts. Soft water is also used in the radiators of coaches.

The softener as shown in the lower photograph has a capacity of 11,200 gallons between regenerations. The water is run through synthetic mineral sands which soften it to zero. After the 11,200 gallons are used up, 90 pounds of rock salt are run through the softener, to regenerate it and the process is continued in cycles indefinitely. An electric alarm warns of the time for regeneration.

The water enters the softener at city pressure and on leaving it is sent through the pumps which increase the pressure to 325 pounds and it is then distributed through the different guns for spraying the coaches and parts.

The small tank in the top right photograph contains a heavy duty cleaning solution. This liquid is fed through the upper pipe of the gun and enters the high pressure stream at the mixing nozzle. This method is used only for cleaning engine parts.

With the installation of the bal-



cony for washing roofs of coaches, as shown in the top left picture, a man can easily clean the entire top of a coach with the use of a hollow bristle brush with water at city pressure. This eliminates the old custom of having a man on a ladder spraying the tops with a pressure hose and it also removes the possibility of damage to the canvass.

J. J. Johnson, Foreman of Electrical Construction and Inspector of Fire Equipment, supervised the installation of the softener and is giving his undivided attention to the pressure gun in the right top photograph.

Towerman Called Beyond

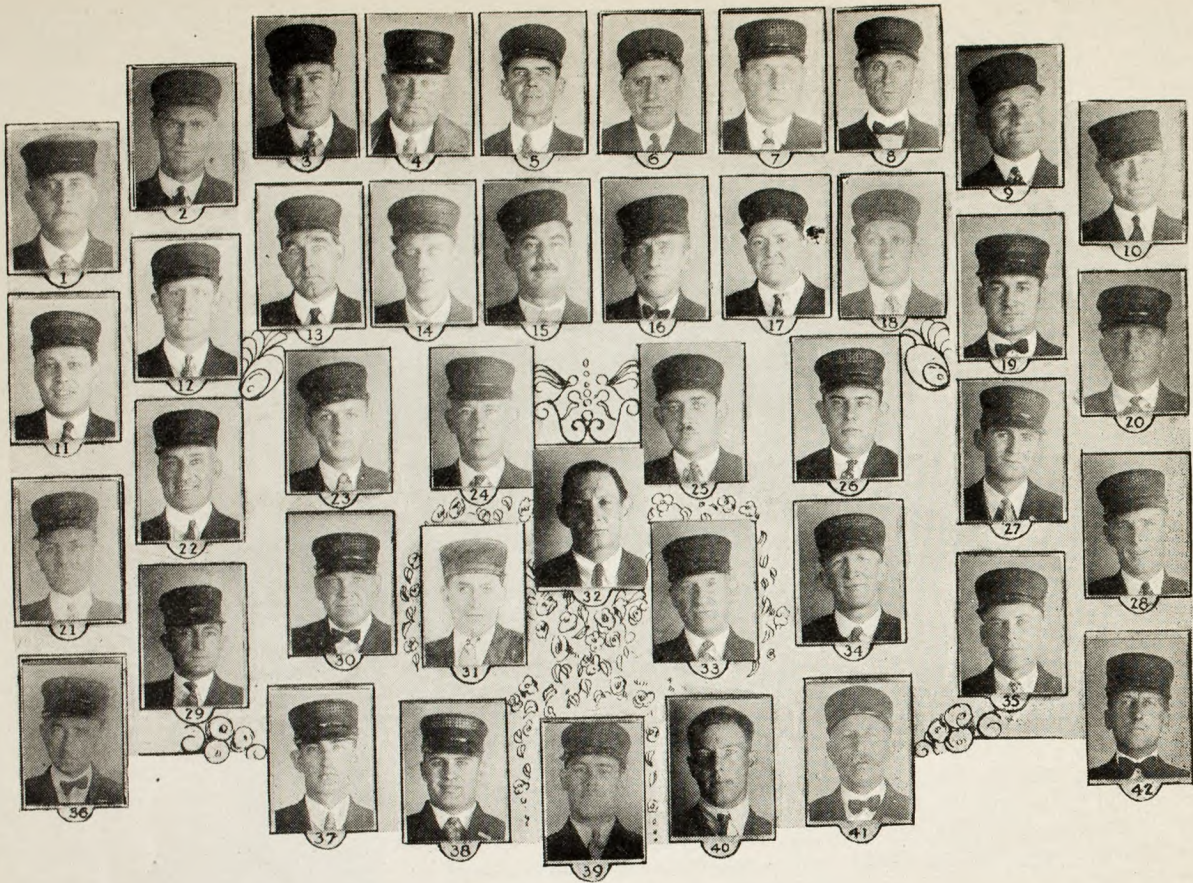
J. D. Smith, Towerman, who has been a familiar figure at his post for the past twenty-six years, passed away on April 12th, after a short illness.

Smith entered the services of the Company as Motorman at Division One on October 4th, 1901. On August 16th, 1903, he was appointed Towerman, which position he filled up to the time of his death.

His pleasing personality endeared him to all who came in contact with him and his passing will be keenly felt.



Five sports of Division Three: Motormen J. W. Dille, Conductor L. T. Woolley, Motormen B. E. Johnson, R. T. Willis and Conductor T. C. Risk.



BIOGRAPHICALS

For (1) Conductor F. M. Boyd of Division Four from Viola A. Cohick for his patience and courtesy in dealing with an elderly woman.

For (2) Conductor E. V. Muckey of Division Four from Nurse Miriam Jean Rollins for his quiet efficient manner and his kindness to aged people and mothers with children.

For (3) Motorman C. Moore of Division Four for his kindness in stopping his car between stops so that an elderly lady would not have far to walk.

For (4) Conductor J. R. Dean and (5) Conductor G. H. Drinkwater both of Division Five from Mrs. Geo. L. Davenport, Jr., for their universal kindness, courtesy and efficiency.

For (6) Conductor W. R. Nichols of Division Five from Gilbert Somerset who states that "he is on the job at all times."

For (7) Motorman N. L. Johnson of Division Five from Mrs. Rose for his consideration and thoughtfulness to all passengers.

For (8) Conductor C. C. Clark of Division Five from Scott N. Thomp-

son for the courteous manner in which he came to his assistance when he discovered he was without fare.

For (9) Motorman A. Dimitri of Division Five from Samuel H. Deyot who highly commends him for his quickness in bringing his car to a stop, thereby averting a serious accident and in all probability saving the motorist's life.

For (10) Conductor V. Z. Watson of Division Five who is commended by Dr. Edward C. Manning who states, "I have watched Conductor Watson for some time and have always found him courteous, and always on the job."

For (11) Conductor J. M. Boehm of Division One from W. D. Campbell who commends him highly for calling the names of the streets clearly and also principal buildings and places of interest.

For (12) Motorman A. E. Woodfin of Division One from Bernard J. Betz for his quick thought and action in stopping immediately when an automobile without any warning cut directly in front of his car.

For (13) Conductor A. V. Smith of Division One who is highly commended by Mrs. John C. Whitmarsh for his courtesy in assisting a lame lady to board his car.

For (14) Conductor R. S. Davis of Division One from Miss Luella Middleton who states in part: "He is the most courteous, efficient and neatest conductor I have ever seen."

For (15) Motorman A. P. Bradshaw of Division One from Miss Winona Peterson who thanks him for his kindness in waiting for her to board his car.

For (16) Motorman A. J. Ecord of Division One from A. R. Hewitt for his alertness, courtesy and consideration of the public.

For (17) Conductor J. L. Davis of Division Two from E. A. Merrell for his thoughtfulness in drawing the shades in his car so that the sun would not annoy the patrons.

For (18) Conductor J. W. Head of Division One from Mrs. Geo. Pfffenberger for the quiet, gentlemanly way in which he paid her fare when she discovered she was without money.

For (19) Conductor C. C. Townsend of Division One from Miss Zuema L. Patcell for the cheery, courteous and efficient manner he handles his crowded car.

For (20) Motorman L. Burnett of Division One from Martha Cheney for his unusual courtesy in offering his stool to an elderly lady during the rush hour.

For (21) Conductor A. J. Hathwell of Division One who is highly commended by Mrs. Maggie Orebaugh for his courtesy and forbearance during an embarrassing altercation with an unreasonable person.

For (22) Conductor C. F. Fitzgerald of Division Two from Catherine Van Vleet for his courtesy in helping her board his car.

For (23) Conductor D. C. Kincaid of Division Two from Blanche Clinger for his cheerfulness and courtesy to all patrons and his especial thoughtfulness to older people. Conductor Kincaid is also highly commended by Miss Betty Worth for his courtesy and cheerfulness.

For (24) Conductor W. P. Atwood of Division Two who is commended by Miss Mildred Scott for his kindness in helping a blind man off the car and escorting him to the curb.

For (25) Conductor C. J. Eisenlord of Division Two from Frances M. Stearns who states in part: "He gave me most valuable assistance both in boarding and alighting and as I am somewhat lame it was an invaluable service."

For (26) Motorman L. D. Lofton and (27) Conductor L. Barkley both of Division Two from Olive E. Pierson for being exceptionally courteous.

For (28) Motorman G. V. Henderson of Division Two from L. E. Mason for the efficient manner in which he handles his car and his alert manner.

For (29) Conductor A. L. Morris of Division Three from Mrs. Emma Graham for his courtesy to older women as well as children.

For (30) Motorman R. F. Hutton of Division Three from E. W. Glass for the efficient and smooth manner in which he operates his car.

For (31) Conductor O. J. Allen of Division Three from Mrs. W. E. Polhemus for his unfailing courtesy and consideration to all patrons.

For (32) Motorman G. F. Green of Division One from J. W. Keim for his kindness in slowing up and allowing him to catch his car.

For (33) Conductor F. E. Sparks of Division Three who is highly commended by C. H. Nance for the diplomatic manner in which he politely made a woman hold her small youngster thereby enabling him to sit down.

For (34) Conductor E. C. Croughan

of Division Three from Mr. E. Shaw who writes, "I deem it necessary to present to your company and one of your trainmen a compliment. Conductor Croughan is the recipient of this. With due courtesy and reverence he aided an old gentleman to the street."

For (35) Conductor C. W. Aen of Division Three from Mrs. J. Burton Cook for his courtesy to all passengers.

For (36) Conductor J. G. Frantz of Division Two from Miss Ann Morrison for his kindness in paying her fare when she discovered she was without money.

For (37) Conductor J. M. Hawley of Division Three for his "care and interest in general in performing his duties according to the policy of the company," from B. Ferris.

For (38) Conductor J. M. Baker of Division Three from Edythe Potage for his kindness and helpfulness shown to an elderly foreign woman who was very confused and nervous.

For (39) Conductor T. C. Bandy of Division Four from Mrs. G. Hawley for the patience he displayed during an unpleasant altercation with an unreasonable patron.

For (40) Conductor G. C. Saylor of Division Two from C. H. Johnson who commends him for being dutiful and pleasant.

For (41) Motorman M. Knudson of Division Five who is highly commended by William Porter for the careful manner in which he runs his car. Also for his kindness in always trying to help patrons catch his car when making a change from the bus.

For (42) Motorman J. H. Meiers of Division Four who is commended by Nurse Miriam Jean Rollins for his courtesy and thoughtfulness in stopping his car and allowing her to board between signals.

E. A. Cook Passes

E. A. Cook, Laborer of the Line Department, passed away on April 18th, after a lingering illness. He was born in England in February, 1882, and had been in the employ of the Company since August 15, 1924. He leaves his wife, who has the profound sympathy of all who knew him.

Flagman Nichols Passes

It is with regret that we chronicle the passing of Flagman S. T. Nichols, who passed away on April 20th, after a brief illness.

Nichols entered the railway as Conductor at Division Two on May 2, 1918. On March 5th, 1924, he was appointed Flagman. He served loyally and efficiently in both capacities.

On Long Tour



Mr. and Mrs. T. J. Hobson left April 16th for an extensive trip in their car through New Mexico, Texas, to Montgomery, Alabama. They will proceed from there to Florence, Alabama, visiting relatives and friends. They will then go to Washington and New York and visit Albany and Medina. They intend to return via Ohio, Iowa, Kansas to Denver and then to Utah and Zion National Park to Los Angeles. They will be gone three months.

Ted Hobson was a familiar figure as Price Clerk in the Auditing Department and Mrs. Hobson will be remembered as Miss Maude Randolph of the South Park Store.

Now Regular Supervisor

J. P. Fleming, who was appointed Extra Supervisor on February 9, 1929, has now been made Regular Supervisor, effective April 1.

A Smile

A smile, resting upon sincerity, is one of the most valuable things in the world.

It cheers when nothing else would make an impression.

It reaches a spot that words could not touch.

It gives a thrill of which no other human expression is capable.

A smile has changed the whole course of a human life.

It can drive evil out, and bring peace in.

A smile serves as a guidepost at the turning point to a man who is hesitating at the crossroads.

A smile is the gun that dissipates clouds of despair.

It is just the ray of light that many a soul needs to make life seem preferable to death.

It is the cheapest and most valuable gift.

*J. Holdsworth, Curtain Dept.,
South Park Shops.*



Niagara Falls



"What was the last card I dealt ye, Mike?"

"A spade."

"Oi knew it!"

"How?"

"Ye spit on your hands before ye picked it up."

The judge—"This lady says you tried to speak to her at the station."

Salesman—"It was a mistake. I was looking for my friend's sister, whom I had never seen before, but who's been described to me as a handsome blonde with classic features, fine complexion, perfect figure, beautifully dressed and

The witness—"I don't care to prosecute the gentleman. Any one might have made the same mistake."

Sign in a butcher's window: Sausage from contented pigs that made perfect hogs of themselves.

Sue: "So Mable was married last night. Who was the lucky man?"

Mary: "Her father."

Sandy Mactavish got married. He went to Niagara Falls on his honeymoon. While strolling around the Falls he met a friend. After congratulating Sandy, the friend asked, "And where is the little bride? Back at the hotel?"

"Oh no," replied Sandy. "I left her back in Philadelphia. She's seen the Falls."

Playing over an Irish links, a choleric colonel lost his ball and accused his caddy of having stolen it. When, a moment later, it was found, the golfer began an apology. "Arrah, nivir mind at all, at all," said the boy, "you thought Oi was a thafe and Oi thought you was a gentleman, an' begorra, we both made a mistake."

"What is this thing, dear?"

"Only a pawn ticket."

"Why don't you get two so we can both go?"

The newly-wed bride from the city went to a neighboring farm to negotiate for a cow.

"About what sort of cow did you think you would like?" asked the stock raiser.

"Well, I thought maybe a condensed or malted cow would be about right—we often use those kinds of milk."

Sandy: Say, Mon, when is Annie Mactavish goin' to let you marry her?

Andy: It's very uncertain, Mon. Some fool gave her a big box of letter paper with her name printed on it. She won't get married till it's used up—an' she writes very few letters on account of the postage.

At night when sudden tremors shake
And agitate the casement,
The cause may be a distant quake,
Or raisins in the basement.

"What are you plunging back in the water for, Mike? You just swam ashore."

"Shure, Oi had to save meself first, now O'im going back to fetch Bridget."

"Mirandy, for de lan's sake, don't let dem chickens outer dis yere yard. Shut dat gate."

"What fur, Alek? Dey'll come home, won't dey?"

"Deed dey won't. Dey'll GO HOME."



SOME OF OUR OLD MOTORMEN ARE THERE WHEN IT COMES TO CURVES—AND HOW!

A darcy was struggling with a balky mule when a bystander said: "Mose, where is your will power?"

"Mah will power am right wid me, but you oughta see dis yer animal's won't power."

Dotty—"I fell last night and struck my head on the piano."

Fred—"Gracious, dear! Did you hurt yourself?"

Dotty—"No, I hit the soft pedal."

Hubby:—"I can't raise \$100—that's all there is to it. I received a notice this morning from my bank about being overdrawn."

Wifey:—"Well, can't you try some other bank? They can't all be overdrawn."

It was at Temple and Alvarado and the air was scented with mustard pickles. Quickly the crowd assembled to see the accident that had occurred to the pickle truck. Timidly peering around the side of a very large woman who held a box seat view, a little man exclaimed:

"Oh, what a waste!"

"Mind your own business, will you?" snapped the buxom woman and hastily disappeared.

Miss Bright—I use the dumb-bells to get color in my face."

Her Uncle—"Sensible girl! That's a lot better than using color on your face to get the dumb-bells."

Mrs. Mack—"I'm bothered with a little wart that I'd like to have removed."

Dr. Williams—"The divorce lawyer is at the second door to your left."

An American on a recent visit to London was watching a parade of the unemployed.

"Such a thing as that would never be seen in my country," he remarked.

"And what micht that counthry be?" inquired Sandy.

"I'm from God's country," said the American proudly.

"Eh, mon, ye've lost yer Scotch accent."

Excited Passenger (as train stops): "What's the matter, conductor?"

Bored Con: "The new signal man, up in the box, has red hair, and we can't get the engine to pass him."

She lifted her pale face appealingly to the coarse, heavy-limbed man standing menacingly before her with a long gleaming knife in hand.

"Have you no heart?" she asked weakly.

"No," he answered gruffly.

"Then let me have a little liver."

Lizzy—What is the difference between ammonia and pneumonia?

Izzy—Search me.

Lizzy—Why, ammonia comes in bottles and pneumonia comes in chests.

Little Mary getting her first sight of a peacock: "Look quick auntie, one of your chickens is in bloom!"

The lady of the house had a worried look on her face as she came down to breakfast.

"Bridget," she said to the maid, "Mr. Bodkin hasn't been home all night, I am somewhat alarmed—I do hope that nothing is wrong."

"Why, bless your heart, th' mister's all right!" reassured the maid. "He's down on th' front dure mat right now, mum. He says he's been there a long time, but he can't remember whether he's goin' out or comin' in. Whin he's made up his mind I'll let ye know."

"A chicken", said the colored preacher, "am de mos' usefulest animule dat am made. You c'n eat him fore he am bohn an' after he am daid."

They laughed at me when I spoke to the waiter in Italian, but he came right back with some Scotch.



Left to right: Mattie, two year old daughter of Motorman Frank J. Cimmino, Division Three; Joyce, 21 months old granddaughter and Janice, 19 months old daughter of Conductor O. S. Briley of Division Five, and Raymond, 5 years, Shirley Mae, 3 years, children of Motorman R. A. Baudisch, Division One.

The Romance of The Rails

By E. L. Lewis
(Second installment)

Joseph R. Ritch was one of the early employes of the company, starting to work on March 1, 1888. He afterwards resigned from the company's service and became a detective in the Police Department where he remained until he left active service. He is now residing at 3017 South Catalina Street.

Ritch hails from Texas. The management of the railway having bought some Texas mules, reasoned that a man from Texas ought to be able to get along with Texas mules. Several trainloads of these mules had been purchased and Ritch was given the job of breaking them in. These mules had been born and raised on the staked plains of Texas and were a wild lot. However, they were corralled and fastened in the car barns after their arrival in Los Angeles.

Many amusing tales can be told of breaking in these animals. As soon as a span was considered broken, they were harnessed to a street car and the driver started out. Frequently it happened that the driver got back to the barn a long time before the mules did and sometimes the mules got back first and the driver was left stranded somewhere along the system.

Schedules always dragged when the mules were going from the car barn to the other end of the system, but when they were on their way back to the stable where they were fed, schedules were invariably ahead of time. Some-



Joseph R. Ritch, taken about the time he left the services of the Company.

times when a team going from the barn met a team going back, at one of the sidings, the team coming from the stable would break away and follow the other team back, leaving the passengers patiently waiting for transportation.

These mules were the cause of establishing the first Claim Department. At the north end of the line—then Pasadena Avenue and Avenue 33, the drivers had to change the mules from one end of the car to the other and sometimes the mules had notions of their own. Residents of that locality brought numerous claims against the company for broken down fences, shrubbery and ruined gardens. Occa-

sionally the mules made an entire getaway and it was from two to five days before they were rounded up.

The association of men and mules developed a peculiar outcome. The men developed the same characteristics as the mules and were wild and head strong and very hard to discipline—very different from the type of men who worked with horses on the other lines.

(To be continued in next issue)

Have you or any of your dependents changed addresses and have you failed to notify your Department Head of this? It is of importance to you that addresses given on your record be correct.

Matches

I have a box of matches, and they go
To light a fire for warmth, a pipe for
peace,

A lamp for guidance, or the candle's
glow

For friendliness when daylight
labors cease;

Or one may come to nothing—break
in two,

Or in the ashes shed its scarlet
crown;

Or scorch your fingers, burn the car-
pet through,

Or lay a rjck in ruins, or a town.

So they are spent, and vanish one by
one,

Brief altar-flames to happiness or
strife;

What shall I do when all of them are
gone?—

The matches are my years, the box
my life.



The nip in the air lately seems to have added zest to the archery of little Dan Cupid, who was successful in making one arrow pierce the hearts of two, culminating in a pretty wedding with L. C. Grimm and Miss Grace Knuckles, both of the Auditing Department, swearing to love and cherish, etc., ad lib.



The news of this wedding came a little too late for last month's publication as the young couple sprung a surprise and were married on April 5th. About thirty girls from the Auditing Department planned to give a pre-nuptial shower of silver and linen on April 6th at the home of Miss Irma Watkins, only to have Miss Knuckles blushing admit that she was already the bride of said L. C. Grimm. They have taken up residence at 326 North Primrose Avenue, Alhambra, and Two Bells joins with the employes in extending best wishes to the newlyweds.

Motorman M. E. Dally of Division Five slipped away on a thirty day leave of absence on the 13th of last month. He was married on the 14th to Miss Ada E. Brown of Long Beach, California, and is now honeymooning in Dallas, Texas.

Motorman A. H. Popst made his second trip to the altar last month. Congratulations, Popst, old boy, and thanks for the smokes.

Dan Cupid must think the hunting is good around the Coach Division for April saw Jimmie Flanders succumb to that mischievous fellow's archery. Congratulations and best wishes.

Wanted

Second Hand Enlarging Camera, Eastman or any other make that will take negative 3 inches by 6 inches. Conductor Tom Cumberford, Division Three.

Appreciation

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

C. C. Ditter,
Mr. and Mrs. A. J. Therien
and son.

* * * *

To thank you for your thoughtful kindness at a time when it was greatly appreciated.

W. A. Kampmann and family.

* * * *

I wish to express the sincere appreciation for myself and niece, Mrs. Keller, for the expressions of sympathy and the floral piece on the occasion of the loss of my wife.

George R. Evans.

* * * *

I wish to express my sincere thanks to all the boys for their kindness during the illness of my husband, J. D. Smith, and for the beautiful floral piece which was sent at his death.

Mrs. Ettie M. Smith.

* * * *

We wish to express our sincere appreciation to the Cooperative Association for their kindness and beautiful floral offering in our recent bereavement over the loss of our beloved husband and father.

Mrs. Susie Ratzlaff and family.

* * * *

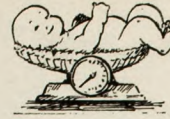
This is to acknowledge with sincere thanks the kind expression of your sympathy.

Mrs. J. E. Hentzen and family.

Division Assignments

The following men have qualified and were sent to their various divisions during the month of April:

To Division One: Motormen G. F. Klapp, H. B. McPheters, A. M. Smith, M. L. Howell. To Division Two: Motormen G. M. Weaver, S. McDonald, R. Allen, Conductors A. H. Eidsen, L. M. Murray, E. Bailey. To Division Three: Motorman J. Kelley, Conductors L. H. B. Meek, J. M. Hawley, J. H. Demaree, H. A. Anderson, F. J. Boston, J. M. Walker, J. M. Bunker, C. W. Trice. To Division Four: Motormen H. A. Halliwell, H. J. Westlund, R. M. Welch, R. D. Inglis, L. Maxam, E. Maurer, G. L. Neesham, Conductors C. G. Craig, J. R. Moore, J. D. Maher, Safety Operator O. H. Bennett. To Division Five: Motormen L. L. Leasman, C. W. Whelpley, E. F. Lankford, E. L. Lankford, B. Butler, W. D. Welch, T. R. Webb, E. L. Hall, T. H. Perkins, Conductors G. D. Siler, D. A. McCollum, J. R. Moore, L. H. McGivney, G. J. Emerson, P. A. Stansberry.



Births

Cigars and smiles were very much in evidence at Division One on April 2nd because of the arrival at the home of Motorman A. L. Chilson, of a fine baby girl. All concerned doing well.

The old stork must have been busy in other territory last month as he made but one trip to Division Two, leaving a baby boy at the home of Motorman A. K. Robinson. Mother is doing fine but baby isn't doing very well. Let's hope that the next report will be favorable.

Two by two, they go marching through,

The sweethearts on parade.

But three by three is the sight to see,

Of the sweethearts on parade.

Division Four reports the birth of a son to Conductor and Mrs. R. H. Wright on April 7. They will call him "Hubert Clifford."

Conductor C. C. Dotts of Division Four proudly announced the birth of an eight pound and seven ounce girl April 21st. "Rita Mae" will be her name.

Conductor B. E. Clark also announced the arrival of a baby girl, April 23, and they named her "Mary Frances."

The stork reports unusual activity at the Motor Coach Division this month. He claims that rush orders were delivered to M. Chamberlain and L. W. Stevenson. He also was positive that all concerned were immensely pleased with the two bundles of girlish sweetness, selected from the sweetest. Congratulations to the proud parents.

Old Doctor Stork paid Mr. and Mrs. R. Dwyer a visit on April 15th, leaving an eight pound and eleven ounce baby girl in their care, Miss Ethel Marguerite by name. Papa Dwyer is at present an Electrician in the Wind-ing Room. Mother and daughter are both doing fine. Congratulations and best wishes.

For Sale

Two Sporting Rifles, in first class condition—30.40 Krag for big game and 25-20 for smaller game. Either one for \$10. G. W. Knight, Dispatcher 16th Street Substation or 5028 South Harvard Boulevard.

1922 Studebaker Coupe, in good running condition, good tires, stop light and several extras, \$75. F. A. Nordyke, 2923 West Avenue 37.

Seventeen Jewel Hamilton Railroad Watch. \$18. Conductor I. J. Kramer, Division Three.

Legal Questions

Q. How may a contract in writing be altered?

R. B.

A. A contract in writing may be altered by a contract in writing, or by an executed oral agreement, and not otherwise.

Q. If a will having a codicil is revoked, will the codicil still be in effect?

H. L.

A. The revocation of a will revokes all its codicils.

Q. Is it necessary to have a declaration of a homestead recorded?

M. W. A.

A. The declaration must be recorded in the office of the recorder of the county in which the land is situated.

Q. What is meant by the "good-will" of a company and is it something that can be sold or transferred with the business?

J. T.

A. The good-will of a business is the expectation of continued public patronage, but it does not include a right to use the name of any person from whom it is acquired. The good-will of a business is property, transferable like any other, and the person transferring it may transfer with it the right of using the name under which the business is conducted.

Q. What personal property may be mortgaged?

G. M.

A. Mortgages may be made upon all growing crops, including grapes and fruit, and upon any and all kinds of personal property, except the following:

1. Personal property not capable of manual delivery;
2. Articles of wearing apparel and personal adornment;
3. The stock in trade of a merchant.

Q. What is the penalty for using false weight or measure?

E. P.

A. Every person who uses any weight or measure, knowing it to be false, by which another is defrauded or otherwise injured, is guilty of a misdemeanor. Except in cases where a different punishment is prescribed by the Penal Code, every offense declared to be a misdemeanor is punishable by imprisonment in a county jail not exceeding six months, or by a fine not exceeding five hundred dollars, or by both.

Q. If I voluntarily pay another's debt can I recover from the debtor?

S. A. L.

A. No.

Q. I am a subscriber for a certain amount of stock in a California corporation. I have not as yet paid any money down. Am I liable?

J. F. R.

A. Yes, subscribers are liable.

Q. Who may put a lien upon real property?

M. O.

A. Contractors, sub-contractors, material men and all persons performing manual labor.



Division One

H. N. COLE

Little Joe, son of Motorman-Line Instructor L. Burnett, while delving into the mysteries of his mother's washing machine, had his hand badly mangled last Saturday. Mrs. Burnett's quick action in checking the flow of blood and rushing him to the hospital, will probably save the little fellow's hand.

At the end of the "R" Line Conductor Sam Gosley saw a passenger leave the car with a lunch kit. Thinking it was his own, he gave chase for about two blocks only to find he was mistaken. Motorman R. B. Luther found the missing treasure at the opposite end of the car.

At this writing it is impossible to even offer a guess as to who will win the Pinochle Trophy, but Conductor C. N. Reddick wants it distinctly understood that Division Two isn't the only one who can grab off five straights at one sitting. Division One did that little thing April 22nd, Division Five being the victim.

Ye Scribe is in a position to offer a suggestion to his brother conductors. Curb your generosity and don't insist on a passenger accepting five dollars worth of change for one of those rare two dollar bills. It is rather humiliating when you turn in and find you are three dollars short.

Motorman R. K. Evans resigned April 26th and has returned to his old home in Missouri. He will resume his activities on the steam road.

S. McDonald who for about five years worked out of Division One as Motorman-Line Instructor, and resigned about a year ago, has returned to the service and is working out of Division Two.

Motorman S. B. Sloan is still on the sick list. He says it will be quite a while before he will be able to resume his duties.

Conductor-Line Instructor C. C. Lee has taken a leave of absence and is now engaged in delivering mail to the natives. He accepted a position with Uncle Sam in the Post Office Department.

Sympathy is extended to Conductor George Evans on the death of his wife.

The following trainmen who have been taking lessons in aviation, have successfully passed the examination and secured pilot's license: Motormen R. Montgomery, G. D. Riley, L. L. Nelson and R. J. Schauenberg, Conductors C. C. Townsend and J. J. Kuns. The first three mentioned have purchased a plane and it is needless to say they are spending their spare time in the air.

Foreman J. B. Lair was the guest of Motormen G. D. Riley and L. L. Nelson in a flying trip over the city one day last week. The trip was full of thrills for J. B. but he reported having had the time of his life and is anxious to go again.

The following motormen are on the sick list: J. Roberts, J. G. Cassara, O. H. Snelson and C. G. Ward.

The conductors who are reported absent on account of illness are J. G. Newell, M. S. Thomas, P. A. Beaufoy and L. C. Davidson.

Motorman H. M. Perkins is trying out on the police force in Alhambra. So be careful about speeding through that burg.

Motorman F. Burke is taking a vacation for sixty days. Motorman F. L. Giddings is also off on a short leave.



Division Two

H. F. NELSON

Motorman R. S. Blackmer and wife are spending forty-five days in Utah visiting friends and relatives. They will also visit Colorado Springs while on their trip.

Conductor P. G. Everts, who is also a Line Instructor, is sporting a new Chevrolet Six Sedan.

Conductor C. W. Hannon is also the owner of a new Chevrolet Sedan. He wanted to give it a good try out so made a trip to Lake Arrowhead over the week end.

Conductor T. E. Johnson turned in his resignation, packed his grip and left for San Bernardino where he has accepted a position on the Fire Department. Here's wishing him the best of luck in his new venture.

Conductors F. W. Green and J. C. Hill have reported back from their vacations.

Wishing to take up other lines of work Conductors E. L. Wilson, R. L. Cave, C. E. Berry, J. O. Hollis and W. T. Haynes have resigned.

Motormen E. F. Sutherlin and C. B. Harrison have also left the service to take up other work.

Conductor D. D. McClurg thought he would like to try out in the Post Office so obtained a ninety day leave, but was back on his run before many knew he had even been away.

Conductor-Line Instructor H. T. Gollar is also driving a new Chevrolet.

Motorman O. Short and Conductor J. L. Decker are back to work. They spent three months in the old home State of Missouri. They report a good time and Short found a bargain in land and purchased eighty acres adjoining the farm he has owned for several years. One of these days we are going to miss him, and will have to dig around in a hay stack to find him. In the meantime he will be turning out some good motormen for us as he is a Line Instructor.

Conductor-Line Instructor C. O. Ashton has been temporarily appointed Traveling Instructor, as there are so many students breaking in at the present time.

Motorman-Line Instructor C. E. Kelley is back in the Instruction Department on the "rough edge" car.

R. L. Harmon, formerly a Conductor at Division Two, is now a full fledged dentist and has opened up an office a few doors from the Division. He is doing very good. He had done quite a bit of work for some of the boys while he was at U. S. C. and has a good reputation to start with.

Motorman R. R. McFall has recovered enough from his injuries to do light work and started flagging the first of the month. He had been off a little more than three

months and was glad to get back into the harness again.

Motorman R. M. Allen and L. W. Pierce are back with us again and are gracing the bottom of the extra board. R. M. had been gone about three years while L. W. had been gone about a year. Both are glad to be back home once more.

Motorman-Line Instructor E. L. Mason and Motorman F. W. Bergenholtz left the 26th for Fresno where F. W. was going to spend several days visiting his lady friend. Mason was going on to San Francisco where he planned on taking in the sights. Perhaps you will hear more about this trip in the next issue of "Two Bells," who can tell?

We regret to report the death of Motorman A. T. Munn, who passed away on April 15th. Munn had been a familiar figure at this Division since August, 1913.



Division Three

L. VOLNER

In commemoration of his twenty-five years as a member of the Knights of Pythias, Conductor F. E. Sparks' wife presented him with a beautiful ring. Mr. Sparks has been through the chairs three times, and is a very active member in that Order. He enjoyed a visit to Long Beach on Saturday, April 27th, when two of our popular Conductors, C. E. Erickson and M. O. Brown, were put through the mysteries of the D. O. K. K. S.

Conductor H. W. Corneth has returned from a trip to Las Vegas and other points in southern Utah.

Conductor L. H. Wilson has some time off duty, and is trying out with the Fire Department. Doubtlessly L. H. will make a first class fireman.

Motorman T. J. O'Connor is off duty on a ten days vacation, during which time he is assisting his brother.

From Brigham, Utah, Conductor George Dilts sends in his resignation. Mr. Dilts was called to Utah on account of the sickness of a relative.

Clerk Robert Reid shows evidence of sunburn, contracted while fishing in the vicinity of Santa Monica. No tangible evidence of his prowess as an angler has as yet been seen by any one around Division Three.

Spring has come in reality: Manager Harry Tuttle of the Car Barn Cafe is again serving his famous mile high strawberry shortcake.

Many of the boys are wondering why our champion fisherman, Switchman M. H. Meloy, was not in the fishing marathon, recently pulled off at Redondo. Meloy says he will be fishing just as soon as it warms up a bit.

Last month Conductor M. T. Cossart spent a few days in San Diego.

Last year Motorman W. T. Skinner and wife had the pleasure of entertaining Mrs. Skinner's mother from Canada. This year Mrs. Skinner's mother and father are both visiting and seeing the sights of Southern California.

Conductor J. D. Andreas spent a week in Fresno with his parents, during the past month.

April the 19th marked the twenty-fifth year for Harry Trabue with the Los An-

geles Railway, starting in 1904 as Motorman at Division One and transferring to this Division when it was opened. Before coming to Los Angeles Mr. Trabue was a gripman at Kansas City.



Division Four

C. J. KNITTLE

An apology for lack of news is in order. Fact is, "Ye Scribe" spent only four of the past thirty days at the Division. Our ambitious little stenographer, Mrs. Esther Pearce, is responsible for these items. Esther is not very tall but nothing goes over her head.

Motorman C. J. Jackson knocked us cold a few days ago when he sent in this epitaph:

Here lies Jay Walker, rest his soles,
Who feared not any car that rolls.
He crossed the road just any old way,
Please play "The End Of a Perfect Jay."

This will appear in a future issue of Azuride.

Conductor L. E. Sherwood sold twenty-three rolls of tokens, April 15.

Motorman Fred Lehman is back with us after spending a month or so in Arizona for his health.

Our sympathy is extended to Conductor J. J. McFarlane who received word from his home town, North Battleford, Saskatchewan, Canada, that his father had passed away. Mr. McFarlane visited here from January 10 to March 20, leaving in the best of health. April 19, after a short attack of pneumonia, he suddenly expired.

We don't mind saying the "Service Cafe" at 12th and Sentous, that clean looking place, three car-lengths from the Division, where they feed you at popular prices, is now being operated by Motorman T. J. Vail.

The following note came from Motorman L. B. Dundas recently: "Found a grease spot on my uniform while in the barn yesterday. Thought to remove same so tried a bit of the liquid soap in the wash room. Presto and hurrah! The spot vanished magically! No charges for the uniformation."

There's no doubt about that. We washed our neck with the liquid soap last Friday. The skin and superfluous fat went down the drain pipe.



Division Five

FRED MASON

Conductor Floyd Snowden is now sporting the uniform of the Los Angeles Police Department, having been granted ninety days leave of absence to try it out. Floyd looks good and likes it fine.

After having attended all the games of the Pinochle Tournament, both at home and away, Conductor "Pete" Pederson had to take a ten days leave of absence to make a trip to Brawley, California, during which time we entertained Division One and lost five straight games. Who said a Swede didn't bring luck?

On account of his child's serious illness in Lockney, Texas, Conductor E. F. Hadley was forced to take a thirty day leave of absence to make a trip back home. We sincerely hope that by this time everything is all right and that he will soon be back on the job.

Conductor Bill Langdon is off for a couple of months on account of his health and is recuperating at Tuolumne, California. He writes from that place saying that the elevation is 4,800 feet and he is getting along fine.

Conductor J. M. Crane is back on the job again after seven days leave of absence, during which time he worked around the house and got everything fixed up fine for the summer.

On account of his health Motorman L. L. Blackburn has been granted a ninety day leave of absence and is now at Tacoma, Washington. We sincerely hope that "Blackie" will get fixed up O.K. and be able to get back with us sooner than he anticipates.

Motorman H. A. Reeves, who has been off on sick leave, dropped in to see us recently. Says he's feeling a whole lot better and hopes to be back on the job soon.

We were all glad to see Motorman Mike Tobin come into the Division looking so well. He hopes to be back on the job again in the near future.

Motorman H. Underhill is still on the sick list, having been off since January 27, 1929, as a result of injuries sustained while on duty. Glad to say, however, that he is rapidly recovering. We are looking forward to seeing him working the regular run which he fell heir to, and so is he.

Mrs. Hayman, 5425½ Second Avenue, wife of Conductor R. R. Hayman, will take care of a little girl three years old or over during day or night.



Shops

JACK BAILEY

Although the baseball aggregation has met bitter defeat in losing four exhibition games out of five, the swatsters are nevertheless far from being downhearted. They are full of the urge to win the few remaining games that will class them with some good teams in the City League. According to comment, more practice at fielding and a little more snap and scramble will put the squad in wonderful shape. With the combination of pitching by Wise and Lund, the Larys ought to win some of the remaining exhibition games. Let's snap it up, boys!

With the advent of Spring and the warm sunny days to follow, Jack Bickford, of the Truck Shop, felt he could not hold out any longer so he spent the week end of April 6th at his cabin at Big Bear.

N. Winston, Sr., colored janitor of the Truck Shop, was asking the boys to recommend a good tonic for an appetite. One of the boys wrote a few numbers on a sheet of paper and told Winston that would answer the bill. After making the purchase and preparing to sample the fluid, Winston read upon the labeled "A Clothes Bleach."

Truck Shop Foreman, Harry Longway, is off on a forced vacation due to the illness of his wife.

Cupid pulls a boner: April 5th being pay day in the Store Department, Tom Gray volunteered to drive Miss Florence Heinig, Stenographer, to the bank during noon hour. Playfully and arm in arm they sauntered out to the old Ford and were off. But upon their return they were greeted by the "400" and were the recipients of many congratulations. Upon questioning the cause of this greeting Florence and Tom were lead behind the Ford upon which dangled the sign "Just Married." Tom knew then why all the people gave them a big smile when they left the bank.

Vacations for the year 1929 are in full swing in the Store Department. Any night during the first two weeks of April you could have found Frank De Baun at the Palace Dance Hall at Ocean Park. The second half of April was enjoyed by Victor Lee, who made a few out of town trips and the rest of the time he spent at home.

Miss Peggy M. Dowey was added to the Store Office staff, to replace Mrs. Hobson who resigned to take a trip east.

Carpenter Bill Skinner came in the office the other day and asked that some one start the Coach that he had been cussing and discussing for about thirty minutes. Bill was informed that he had just taken the gas tank out of the Coach the day before and that if it were put back it might help some.

Joe Pettit, Carpenter, retired from the services April 5th. Joe has been with the Company more than eleven years and has a record of faithful service. He has worked at the carpenter trade more than forty years, and feels that he needs a good vacation. We all join in wishing him a most happy retirement and not to forget his many friends at the Shops.

Charles E. Frymute, Carpenter, says he would be glad to let Van Kamps or the Hershey Chocolate Company use his name for advertising, if they would send him a sample every day. It sure would save Bill Wilson a lot of money.

Carpenter George Yale now holds a high place as a quito pitcher, he has signed up to be managed by Robert Slocum, Air Man.

H. Shelford, Carpenter-Plumber, is reported very sick at his home.

A. Frazer, Clerk in the Machine Shop Office, is confined at his home due to illness.

Whatever it takes to make R. Sloan and W. H. Travers (both of the Winding Room) to smile, Miss Kelly at the restaurant has it. Have you noticed?

R. E. Ellithorpe, of the Winding Room, suffered a slight injury in the form of a bruised foot, but he did not give up the ship.

Electrician C. Dennell has joined the Essex society—a '26.

There was a rumor afloat that one Mr. Weller, of the Winding Room, took the well known step—marital, but of course it was hardly authentic and we hoped to be able to give the item notice at our very first opportunity—So here we go: It all happened last December 2, 1928, at Chino, California, and not a cigar have we seen yet. Thanks to the questionnaire blanks we filled out some time ago.

A. Gerritsen has just returned to the

Winding Room after resting up on his vacation.

H. Furrer, Assistant Foreman of the Electrical Wiring Department, has sold his old Essex, after eight long nerve racking months. Through an act of kindness by the Essex Company and his ability to sell them the idea that the old car was worth a down payment at least, he now has possession of a 1929 Essex Coupe. He and his wife are planning to break the car in on a vacation trip to San Francisco.

Saw an article in the paper the other day where they were going to make the picture "What Price Glory?" into a Vitaphone talking production, but was voted down by the censors. The censors should have been up in the Coach Section one day last week when P. J. Bosanko and H. M. West were in the pit receiving a caller in the form of a real live weasel. You haven't heard anything yet, nor have the boys found all their tools.

Painter M. Bradley wishes to state that those who find fault with his weather forecasting are nothing else than jealous, and that no man can be perfect. That has all the ear carvings of a sagacious crevice but we know Bradley is not the wise cracking kind.

Charles Reed of the Machine Shop, and William Reed of the Blacksmith Shop, and families, wish to thank the boys of the Shop for their kind sympathy in the loss of their brother Walter Reed, March 2, 1929.

The entire Shops wishes to express their sincere sympathy to E. E. Wing, of the Upholstering Department, upon the death of his son.



Motor Coach Division

HARRY NORDMARK

The hour was late and unusually quiet as Operator W. R. Ward sat in his Melrose Coach sorting transfers. Someone coughed softly and glancing up he found the business end of a revolver menacing his eyes. A slim, dark bandit coldly ordered him to the rear of the coach where Ward was relieved of a roll of bills and some silver. The holdup then entered his companion's roadster nearby and sped away leaving Ward with some small change, and the memory lingering on.

W. A. Brewster learned a painful lesson. Don't let a person with glasses hit you first. They invariably run too fast.

The beauty of Oregon's forests will sooth L. H. Turpen's weary nerves for thirty days and put him in good shape for the roaring road.

When the Division resounds with the clatter of a typewriter hitting on all six you will know that the new stenographer is on the job, and how. The Coach Division extends a cordial welcome to you Mr. Brehm.

Fate was unusually cruel to our friend L. Y. Bruner. Shortly after the death of his sister in Denver his sadness was increased when his father passed away here. Both bodies will be laid to rest together in their home town, Mobile, Ala. Bruner wishes to express his appreciation

for the compassion and kindness shown by his many friends.

J. E. Hill will evacuate Los Angeles for a thirty day leave in Ariona. We hope he does not decide to join the rebels.

E. E. Henry's faith in the honesty of his passengers was sadly shaken when after leaving his coach for a moment he returned to find his changer and its contents gone. All efforts of Scotland Yard to trace it have failed.

Imagine H. De Groot's distress when he looked up from his coach to see a huge Army biplane wobbling down towards him with a dead stick and the pilot frantically yelling a warning to all below. De Groot speeded up his coach and looked back to witness the plane crash into a pole and crush a small auto. He rushed back to the wrecked plane where he tore away at the wings and cowering until he could extract the badly injured men. Now, De Groot avers that mother did not raise her boy to be a pilot.

We regret to chronicle the passing of Operator J. E. Hentzen, who passed away on April 21st after a protracted illness.

Garage

We want you to investigate our splendid 1929 model mustaches which cannot be duplicated. Just examine J. Hiestand's Prussian Imperial Lady Killer or Don J. Jackson's romantic rebel model for Mexican generals. We assure you they have spread and twist.

What talent we have. O. Deam, as well as being an A-1 mechanic can paint a house like nobody's business in one week, as demonstrated during the week he took off.

Climaxing patient, persistent nights of waiting, F. Bruner, Art. Hiestand and F. Hitchner made a thrilling midnight capture of two auto thieves operating on 16th Street. Bruner became suspicious when he noticed a machine idling up and down the street and aided by the other two boys he followed its movements until it stopped. The occupants left the car and were prowling about Bob Conen's Ford when the Garage Secret Service nailed them. They were both Mexicans and were turned over to the custody of the police who found them guilty enough to sentence them to 180 days apiece.

Sam Turner convinced his wife he was an ardent mountaineer by taking the family up in the Big Pine snow where he frolicked with the kids. He claims he made it up in nothing flat. He probably referred to the tires.

R. W. Turner suffered first degree burns on his face and wrist when he removed the cap from a boiling radiator. We hope Wilson will see fit to keep out of that particular kind of hot water.

A severe blow was shouldered by L. Chiaro when just a few hours after the death of his father-in-law his own father was struck by an auto and injured to the extent of a fractured skull and a broken shoulder blade. We hope he has a quick recovery.

Just when spring's radiant days come along Norman Lane has to relinquish that pleasant outside job on the service wagon for the Shop. E. Wetzler now gets the full benefit by replacing Lane on the road. Tough and nice. Eh?

The Store Department found themselves with lots of additional space but not enough help to handle the increase in parts and necessary service. They welcomed a new man who will supply that needed help.

Three more and they are out. That's the present score in Henry Lane's mouth in his campaign against teeth. You may have noticed that Lane is not tackling any tough beefsteaks.



H. K. CONACHER

Division One

G. E. Mawby, First Groupman, recently entertained his newly married daughter and her husband from El Centro.

W. Emery, after looking around for sometime bought a Dodge and is now making plans for a nice vacation trip. Don't forget the tow rope, Bill.

E. L. Nolton is the newest addition to our gang. Make yourself at home, Elmer.

G. E. Atkins and R. P. Sherrill went fishing recently at Redondo and brought home a few nice fish, which they bought. Better luck next time, boys.

Fire broke out in R. Lathrop's residence recently partly burning the house down. Fortunately almost everything was removed before a great deal of damage was done.

R. Martin brought home a few very nice rabbits last Sunday and had such a good time that he says he is going back again soon.

Division Two

T. S. Hartley is back on the job again after being off for a few days on sick leave.

Doc Mullins and wife spent Easter Sunday at Catalina Island. Doc reports a fine trip even though he could drive the "Chevy" only half way.

The Electrical Construction Department have installed a new circuit breaker tester at this division.

Ben Kutsunai, Car Cleaner Foreman, is the proud owner of a Ford Coupe, which he purchased from Watchman Twyman.

Judging from the applications for vacations, most everyone at Division Two is anticipating a week or two off to enjoy some of California's scenery.

The boys were all sorry to have J. F. Christensen resign last month, but owing to sickness in his family it was necessary for him to return to his former home in Idaho. We wish him the best of luck and hope to have him back with us again soon.

Boys, don't forget your blue flags, they are your protection.

Joe Latona had his Essex all fixed up for the coming summer months by having a new set of false teeth applied to the flywheel.

Mickey McLaren, who was off for a few days with a bad cold, has returned to work.

Introducing the new men at this division, Jack Bradley and Frank Long. Glad to have you with us boys.

Mrs. Waggoner, wife of G. A. Waggoner, Night Foreman, who has been seriously ill, is improving slowly. We all join in wishing her a very speedy recovery.

The spring cleaning season has arrived again and "Doc" Robey has taken advantage of it by having his office thoroughly cleaned and repainted.

Our General Foreman, W. T. Brown, was seen driving out of the yard a few days ago with what looked like a load of loud speakers. Thinking he was going to use them to assist in pulling in those Australian stations we were much surprised to learn later that they were a new type of horn that was being tried out on the Emergency car at Division Five, replacing the whistles that are now in use. Guess "Billy" will have to keep digging to get those Australians. "Doc" Robey says he will furnish the shovels.

We wish to extend our deepest sympathy to Leo Morriss upon the loss of his wife, who passed away on the nineteenth day of April.

Division Three

J. H. McClelland spent two weeks up at Bloomington on his ranch resting up.

E. C. Muse went fishing down at San Pedro last Saturday afternoon. Ed says that fishing was very poor.

W. Keber is back on the job again after being off for several days with a sprained back.

H. Earl was reported to have been down with the oil speculators at Inglewood one night last week sampling the output from the well he is interested in. We don't know whether or not Howard is an expert at sampling oil but we know he is at sampling fish bait.

Division Four

S. Van Amburg and several friends spent last Saturday and Sunday up in the vicinity of Pismo Beach digging clams and fishing.

G. Ishitani, Car Cleaner Foreman, is driving a new Pontiac Sedan.

We expect some reports on distant stations now that C. F. Laffin, Storekeeper, has remodeled his radio set.

Introducing Bruce Fagen, the latest addition to the force at this division. Glad to have you with us Bruce.

Mrs. Childs, the wife of T. Childs, is improving very slowly.

J. Emerson spent a week end with friends at El Centro and reports a wonderful time.

C. Gerrard, Painter, spent the first Sunday of the month at La Jolla. He had a fine time and brought home a nice coat of tan.

Sidney Beard, Clerk, who has been on sick leave for several months, is improving slowly.

Division Five

L. J. Worley resigned last month to return to his old home in North Carolina. Hurry back. Lewis O. Howard has been re-employed to take the place of Worley.

Glad to have you back with us again Orris.

W. Hueske is sporting around in a brand new Essex Coupe. Some class to Bill.

C. F. Jewell is the new man on the night shift, replacing A. Fennell, who has resigned on account of his daughter's health.

I. C. Gordon, Foreman, left on the twenty-sixth of April to visit his folks back in Ohio.

G. Macqualters and N. Greenwood, Stationer, spent Easter Sunday up in Bouquet Canyon where they had ham and eggs and everything.



H. I. SCHAUBERT

Jack Glover is not a "dead one," nevertheless he is camping with the angels. He has gone to spend the next three months at Angel's Camp, where, he tells us, that although the streets are not paved with gold, you can pick up nuggets after every shower. Here's hoping for a rainy summer, Jack.

As a maple syrup dispenser, Sam Summers can't be beaten, but when he tried "Carry Me Back To Ol' Virginny" on Lizzie she turned him down. So Sam bought himself about a mile or railroad ticket and May the first will see him on the cushions headed for Virginia. He says it will take him ninety days.

Martin Mason has put in for ninety days, too, with New York as his destination. He wouldn't say whether he would stop in to see Texas Guinan or not. Probably not—if his wife goes along.

The big job of the year is in full swing on Main Street which is to be reconstructed from Twelfth to Jefferson. Johnny Hagerman and Charlie McAllister are already at it and Sam Bevilacqua is hurrying along on Fifty-fourth in order to get over there to do his bit.

The Jinks-Gates combination have just completed a big special work job at San Fernando and Pasadena and have moved to Third and Alameda to install the new special work turning into Fourth Place.

Spring is here at last and the cold, cruel winter is gone. Flowers are in bloom, birds are singing and the swelling hearts of anonymous poets are bursting forth with their praises. We are expecting a poem from Leslie Sparks anytime now.

"Optomistic Bill" Swearingen saw a flock of sea gulls over in the Vernon Yard Ball Park the other morning and promptly rushed over with his new fishing pole, making many vigorous casts. Bill argues that where there are sea gulls there should be fish. He may be right at that, as a bad back-lash caught Bill.

Have you notified your Department Head of your new address? You should do so as soon as change is made. Your address is kept on file for your benefit as well as that of the Company.